50 CARS TO DRIVE BEFORE YOU DIE

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PEUGEOT 205 GTI

PORSCHE 911

McLAREN F1

MINI

JAGUAR I-PACE

SCOOP

VW'S GTI SPORTS CAR

A Lotus Elise for the next decade

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2035 ENGINE BAN LATEST • PORSCHE MACAN GTS RATED • NEW ASTON ROADSTER

Official WLTP fuel consumption figures for the Audi S line Range in mpg (l/100km) from: Combined 30.4 (9.3) – 55.4 (5.1).
to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see audi.co.uk/wltp or consult your Audi Centre. Data correct relate to stock vehicles only. The range figures shown are based on the official fuel consumption and CO_2 emissions of the Audi A3 Sportback S line, A5 Coupé S line and A6 Avant S line models.

NEDC equivalent CO_2 emissions: 170 – 114g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO_2 figures (known as WLTP). The CO_2 figures shown however, are based on a calculation designed to be at 03 December 2019. Figures quoted are for a range of configurations and are subject to change due to ongoing approvals/changes. Please consult your Audi Centre for further information. Figures Image for illustrative purposes only.

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WLTP figures shown are for comparability purposes; only compare figures with vehicles tested to the same technical procedures. Actual real world driving results may vary depending on factors such as weather conditions, driving styles, vehicle load or any accessories fitted after registration. WLTP is a new test used for fuel consumption and CO_2 figures, however until April 2020 the CO_2 figures are based on the outgoing (NEDC) test cycle which will be used to calculate vehicle tax on first registration. Please visit renault.co.uk configure for WLTP figures for any selected options. *£1000 Cash offer towards New ZOE and £500 towards other new Renault cars. Offer can be used in conjunction with other Renault retail offers. Order and register by 31 March 2020 (register by 30 June 2020 for New ZOE). Excludes Twizy, Trafic and Master Passenger models. Retail customers at participating dealers only. For details see renault.co.uk/voucher. Warranty offer applies to new cars (excluding Trafic & Master Passenger vans) for up to 5 years from first registration with unlimited mileage during the first 24 months, then limited to a total of 100,000 miles or 5 years, whichever comes first. The paintwork warranty runs for 3 years and the anti-corrosion warranty for 12 years. Exclusions and limitations apply. For Warranty terms and conditions visit renault.co.uk/warranty.

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EVERY STAR NEEDS ITS EXTRAS.

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VAUXHALL

Fuel economy# and CO_2* results for the Grandland X range: Combined mpg (l/100km): 40.4 (7.0) – 54.3 (5.2). CO_2 emissions: 115 – 108g/km.

Model shown: Grandland X Griffin in White Jade. Limited stock availability. Colours and model variants for Griffin edition subject to availability. Please check with your Vauxhall Retailer. #Fuel consumption figures are determined according to the WLTP test cycle. *CO_2 emissions figures are determined according to the WLTP test cycle however, a Government formula is then applied to translate these figures back to what they would have been under the outgoing NEDC test cycle, which WLTP replaces. The correct tax treatment is then applied. Figures are intended for comparability purposes only. The fuel consumption you achieve under real life driving conditions and CO_2 produced will depend upon a number of factors, including the accessories fitted after registration, variations in driving styles, weather conditions and vehicle load. Only compare fuel consumption and CO_2 with other vehicles tested using the same technical procedures. For more information contact your local Vauxhall Retailer. Correct at time of going to print.

AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

EDITORIAL
Email autocar@haymarket.com
Editor Mark Tisshaw
Editorial director, Automotive Jim Holder
Editor-in-chief Steve Cropley
Managing editor Sami Shah
Editor-at-large Matt Prior
Deputy editor James Attwood
Deputy editor – digital Rachel Burgess
Deputy digital editor Tom Morgan
Road test editor Matt Saunders
Road testers Simon Davis, Richard Lane
News editor Lawrence Allan
Junior reporters Felix Page, Will Trinkwon
Used cars editor Mark Pearson
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Chief sub-editor Kris Culmer
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Art editor Sarah Özgül
Designer Rebecca Stevens
Prepress manager Darren Jones
Senior photographer Luc Lacey
Photographer Olgun Kordal
Junior photographer Max Edleston
Senior videographer Oli Kosbab
Videographer Tej Bhola
SEO manager Jon Cook
SEO executive Oliver Hayman
Picture editor Ben Summerell-Youde

EDITORIAL CONTRIBUTORS
European editor Greg Kable
Used car correspondent James Ruppert
Senior contributing writer Andrew Frankel
Senior contributing editor Richard Bremner
Contributing editor Mike Duff
Senior consulting editor Tom Evans
Features apprentice Harry Roberts
Special correspondents Mauro Calo, Jesse Crosse, James Disdale, John Evans, Colin Goodwin, Hilton Holloway, Julian Rendell, Damien Smith, Richard Webber
Special contributors John Bradshaw, Claire Evans, Kiall Garrett, John Howell, Steve Huntingford, Peter Liddiard, Darren Moss, Allan Muir, Will Nightingale, Doug Revolta, Louis Shaw, Alan Taylor-Jones, Becky Wells, Will Williams, Neil Winn, Dan Wrenn

MEDIA ENQUIRIES
Tel +44 (0)20 8541 3434
Contact Natasha Perry (natasha@performancecomms.com)

SUBSCRIPTIONS
Tel 0344 848 8816 **Overseas** +44 (0)1604 251450
Email help@autocar.themagazineshop.com
Retention marketing manager Amrit Ubhi
Subscription marketing assistant Holly Skingle

SYNDICATION ENQUIRIES
Tel +44 (0)1962 867705
Contact Simon Fox (simon@foxsyndication.com)

LICENSING ENQUIRIES
Tel +44 (0)20 8267 5024
Contact Isla Friend (isla.friend@haymarket.com)

BACK ISSUES
Tel 0344 848 8816
Email help@autocar.themagazineshop.com

ADVERTISING
Classified +44 (0)20 8267 5365 **Display** +44 (0)20 8267 5541
Production +44 (0)20 8267 5814 **Fax** +44 (0)20 8267 5312
Director of agency and OEM Chris Daniels
Sales manager James Hunter

PRODUCTION
Tel +44 (0)20 8267 4147
Group production manager Ailsa Donovan
Senior production controller Charlene Edley

MANAGEMENT
Managing director Rachael Prasher
Marketing director Darren Pitt
Print and events marketing manager Charlene Harry
Publishing and events executive Lydia Banton

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Autocar, ISSN number 1355-8293 (USPS 25185), is published weekly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. The US annual subscription price is $199.78. Airfreight and mailing in the USA by agent named WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Autocar, WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Air Business Ltd is acting as our mailing agent.

Autocar is published by Haymarket Automotive, Bridge House, 69 London Road, Twickenham, Middlesex, TW1 3SP, UK
haymarketgroup.com
Tel +44 (0)20 8267 5000

Autocar magazine is also published in China, Greece, India, Indonesia, Japan, Korea, Malaysia, Philippines and Thailand.

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COMMENT

WHY CARROTS, NOT STICKS, ARE THE WAY TO DRIVE EV ADOPTION

IN THE WAKE of the government saying it wants to ban sales of new non-zero-emission cars by 2035 (p13), Andrew Frankel's rundown of the 50 cars you should drive before you die (p39) has added prescience. Perhaps that should be '50 cars to drive before the combustion engine dies'.

Not quite. The list is intended as a celebration of the car in many forms – including electric cars. It's why we're asking you to vote for the ultimate car to try before you die for our Readers' Champion award this year. In fact, the government would do well to look at the list and reflect on the love people have for cars, regardless of powertrains. It reminded me that cars should be carrots and not sticks. If you want to make people buy an EV, the best way to do so isn't to force them, which will only incite attitudes of resentment towards alternative power sources.

Many people remain unsure about EVs, because they're different and new. So show them the benefits. Demonstrate they can be desirable. Prove an EV can be as good as, or better than, a combustion-engined car.

In short, make people want to drive an EV before they die. Not because they have to but because they want to.

James Attwood Deputy editor
james.attwood@haymarket.com @atters_j

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Why it's the best entry point for a switch to electric cars, p54

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Big Mercedes GLS can't quite match the hype. Road test, p30

NEWS

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lawrence.allan@haymarket.com

ID R sports car to pioneer secret new battery tech

Performance battery know-how from ID R racer will be key to new ID sports model

Volkswagen is planning an advanced new electric sports car that is earmarked to act as a figurehead for a limited range of performance-based ID R road cars and is set to go into production by the middle of the decade.

The new headlining Volkswagen model has been conceived as both a coupé and roadster, according to highly placed Volkswagen sources, and will be based on the German car maker's skateboard-style MEB platform – the same integrated structure that also underpins the ID 3 hatchback. It has been suggested that the ID R could compete against the second-generation Tesla Roadster, if an internal ID sub-brand strategy paper calling for the proposed model to be assembled at the company's Karmann offshoot comes to fruition.

The MEB platform offers the versatility to house both front- and rear-mounted electric motors and is described as the perfect starting point for the new sports car, giving Volkswagen engineers the scope to develop it with the choice of up to three different layouts with either front-, rear- or four-wheel drive.

In range-topping form, the new two-seater or 2+2 would benefit from a twin-motor set-up similar to that adopted by the soon to be unveiled ID 4 SUV, not only providing the Volkswagen Group with an electric ID R performance flagship but also potentially forming the basis of a proposed electrically powered successor to the combustion-engined Audi TT.

As Autocar reported last year, sister brand Porsche is developing an all-electric Boxster. While that model is thought to be based on either the Taycan's PPE platform or an adapted version of the existing combustion engine platform, it's possible the Stuttgart brand could make use of the MEB platform to create a sibling to the ID sports car.

A series of design study models already exists for the car at Volkswagen's headquarters in Wolfsburg. It has been earmarked to pioneer the use of what the company's motorsport director, Sven Smeets, describes as a "new performance-based battery" being developed in-house at the German car maker for future ID R road cars.

The new battery incorporates patented cell technology know-how from Volkswagen's ID R prototype race car, which has established a series of performance records in recent years.

"We are beginning to work on the first batteries for the

Porsche's electric roadster could use the MEB platform

> "In range-topping form, the new two-door model would benefit from a twin-motor set-up"

ID R could form the basis of an electric Audi TT successor

performance road cars, using the dedicated team from the ID R, so there will be a direct link between them," said Smeets. "The batteries start in the same area. At the moment we're finalising the performance parameters of the batteries."

While shrouded in secrecy, Volkswagen's performance road car battery is said to use a different chemical process to that employed by the ID 3. It is also said to adopt a new cell-to-pack architecture for greater efficiency and packaging benefits.

Speaking about the possibilities open to the German car maker in the development of performance batteries for road cars, Jost Capito, head of Volkswagen's R performance car division, said: "We have different cells and ways of building and all the technical learnings from motorsport. There are different demands on a performance car than a road car, and we're looking at all aspects to see what we can do with the technology. We've seen how it works in the ID R and now we want to see how it looks in a road car."

The news of Volkswagen's plans comes swiftly after the unveiling of the four-wheel-drive electric Golf eR1 (see p11).

Although not directly pointing to any future production model, the eR1 is, in Volkswagen's own words, "an ambassador for future performance cars for Volkswagen's R division".

A range of ID R performance variants would sit above the ID GTX range in the same way the combustion-engined R models sit above the GTI today. Autocar first confirmed earlier this year that the GTX branding would initially be used on a hot version of the ID 4 SUV, before rolling out across ID models.

GREG KABLE

Arteon gets 325bhp R flagship

Arteon R saloon is due this year and will be followed by the Arteon R Shooting Brake

While plans develop for hot new versions of Volkswagen's electric-powered ID models (see p8), the company's R division is expanding into a new niche for its combustion-engined cars.

Having recently added the 296bhp T-Roc R to its ranks, Volkswagen's performance car division has now turned its attention to the Arteon line-up. A new 325bhp range-topping Arteon R saloon will arrive during the final quarter of this year as part of the range's mid-life facelift.

Following the hot version of the Arteon saloon, Volkswagen R plans to unleash a similarly powered version of the upcoming Arteon Shooting Brake in the first half of 2021.

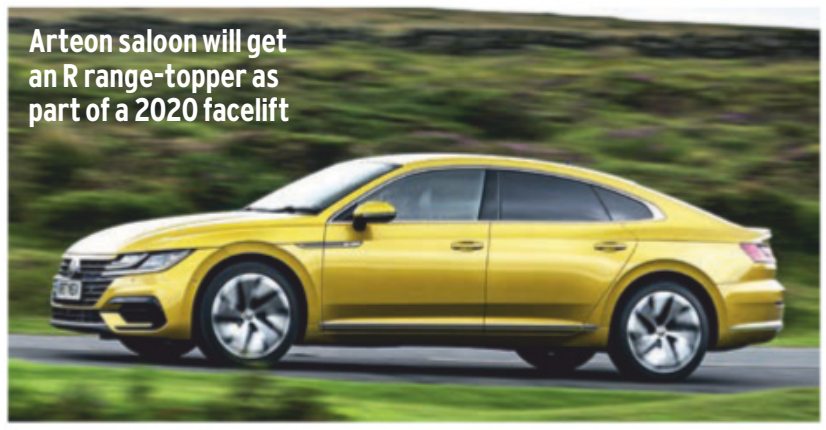
The coupé-cum-estate, which will be launched in standard form first at the start of the year, has the distinction of being among the last all-new combustion-engined models developed by Volkswagen.

In a bid for added practicality and greater load space, the Arteon Shooting Brake adopts a longer roof and sloping tailgate. The result gives it what Volkswagen insiders describe as "estate-like qualities while retaining its characteristic styling".

Power for the new Arteon R is due to come from the same version of Volkswagen's turbocharged 2.0-litre engine that is earmarked for the new Golf R, which is also set to be launched during the second half of 2020.

According to details revealed at a recent Volkswagen dealer presentation in Germany, the four-cylinder petrol unit is claimed to develop up to 325bhp and 332lb ft of torque. It sends its drive through a seven-speed dual-clutch

> "The Arteon R's petrol engine is claimed to develop 332lb ft"



Arteon saloon will get an R range-topper as part of a 2020 facelift

ID R RECORD-BREAKER TO SPAWN F1-CHASING EVO VERSION

Existing ID R will continue to be used during 2020

Volkswagen Motorsport has confirmed that it is building a second-generation version of its record-breaking ID R prototype – and it is also aiming to eclipse a lap record held by a Formula 1 car.

The 671bhp ID R was developed by VW's motorsport arm in 2018 for the Pikes Peak International Hill Climb. It set a new outright record and since then has broken the electric lap record at the Nürburgring and the outright hill record at Goodwood. It has also set a new record on Tianmen Mountain in China.

VW Motorsport chief Sven Smeets said the improvements to create the new ID R Evo will focus on aerodynamics and the powertrain system. Talking about the powertrain, Smeets said: "We have several options for the future, and with e-mobility there is such a leap in terms of what we can do that's bigger and bigger."

The team refused to say what challenges the ID R Evo will take on but, as Autocar has reported (22 January), a return to the Nürburgring to target the outright lap record is on the cards.

VW will twin development of the ID R Evo with further outings for the existing car.

Arteon R Shooting Brake will arrive in the first half of 2021

gearbox and a four-wheel drive system that, Autocar understands, has been reworked to provide a more rearward apportioning of drive.

By comparison, the most powerful of today's Arteon models, the 2.0 TSI, offers 187bhp and 236lb ft.

A new Touareg R is also due to arrive in 2020. It receives a petrol-electric plug-in hybrid driveline similar to that used by the Porsche Cayenne S-Hybrid, with a turbocharged 3.0-litre V6 engine and gearbox-mounted electric motor providing around 450bhp.

GREG KABLE

The team has committed to a return to the Goodwood Festival of Speed this year and it will attend the Sonoma Speed Festival in the US in May.

The event will allow VW to showcase the ID R in California, where EV demand is high, and also offers a chance to break a circuit lap record set last year by a Mercedes-AMG F1 car.

We ride shotgun in Volkswagen ID R test bed

VOLKSWAGEN HAS TURNED the development mule for its record-breaking ID R sports car into a showcase for a planned range of high-performance EVs from its R division – and Autocar has had a first taste of its potential.

The Golf eR1 made its public debut at the recent GP Ice Race event in Austria. The machine uses the body of a Golf TCR touring car racer, but it is fitted with a high-performance twin-motor electric powertrain that, sources suggest, produces close to 500bhp and puts it through all four wheels. A refined version of the twin-motor powertrain, producing 671bhp, was eventually used in the ID R record-breaker.

The eR1 is now being used to showcase the potential of – and test systems for – an eventual hot ID 3 R road car, which is due to be launched by 2024.

Our short passenger ride in the car came on an ice circuit laid on top of a frozen airfield in Zell am See, Austria, for the GP Ice Race festival, with VW TCR touring car driver Benny Leuchter at the wheel.

Although the eR1 doesn't have the power of the ID R, the near-500bhp output is plenty for a car of this size – and with four driven wheels and studded ice tyres, the car had no problem using its instant torque to offer exhilarating acceleration. Notably, we were on the circuit at the same time as a production Porsche Taycan Turbo and the eR1 was able to catch that machine down the straights.

Golf eR1 uses an ID R prototype powertrain in a Golf TCR body

ID 3 R, due in 2024, is likely to draw on Golf eR1-derived tech

Other than noting the car's explosive acceleration – something you'd expect of most electric performance cars, given their instantly accessible power – it was hard to draw many meaningful conclusions on such a short run. The track comprised three straights linked by three tight turns and offered few real clues as to the car's handling or dynamic potential.

Still, the Golf eR1 did offer further proof that electric performance doesn't have to be silent. From the inside, the distinctive whine of the twin electric motors was surprisingly loud, offering immediate aural feedback as to how hard Leuchter was pushing the throttle.

Although the Golf eR1 is based on a TCR shell, Volkswagen insists it isn't a preview of an electric touring car for the coming eTCR series to which Cupra and Hyundai have committed. But it will have an impact on Volkswagen's electric future.

The R performance division is working closely with Volkswagen Motorsport to develop electric powertrains and batteries for use in ID R road cars, and such systems could be a potential eR1 successor, which would be based on Volkswagen's electric MEB platform and take the form of an ID model.

JAMES ATTWOOD

Test car's twin motors put around 500bhp to all four wheels

OFFICIAL PICTURES

The 503bhp Vantage Roadster will hit 60mph from rest in 3.7sec

Drop-top to revive Vantage sales

Aston pins hopes on new Roadster to shore up sales of coupé; priced from £126,950

Aston Martin has revealed the new Vantage Roadster, which the company hopes will provide a boost to underwhelming Vantage sales. The Porsche 911 Cabriolet rival costs from £126,950 and is available to order now, with deliveries beginning in the second quarter of this year.

That price would have been a modest £6000 increase over that of the hard-top but, as part of a round of updates for the 2021 model year, the list price of the coupé has been reduced from £120,900 to £114,800.

The convertible Vantage is said to "amplify the emotional appeal" of the two-seater and receives what Aston claims is the fastest fully automatic soft-top hood in the business, going from opened to closed and vice versa in under seven seconds at speeds of up to 31mph.

The roof itself adds a modest 60kg to the overall weight of the Vantage thanks to a 'Z-fold' roof mechanism and lightweight structural bracing. It means the Roadster, which uses the same 503bhp 4.0-litre V8 as the coupé, is capable of 0-60mph in 3.7sec and a top speed of 190mph, figures that are 0.2sec and 5mph slower than those of the hard-top car.

Aston says the Roadster retains the coupé's "strong dynamic ability and sporting character with no compromise to feel or refinement". It uses the same electronic and mechanical chassis systems as the coupé but has a bespoke tune for the rear suspension, altered software for the adaptive dampers and a recalibrated ESP system. The three-mode chassis control system has also been tuned specifically for the model.

The Vantage loses 150 litres of boot capacity compared with the coupé, keeping an albeit respectable 200 litres, which Aston says is large enough for a full-size golf bag and its accessories.

The British manufacturer is also using the launch of the Vantage Roadster to introduce a range of new options across the Vantage range. Most notably, the seven-speed manual gearbox launched on the limited-run Vantage AMR is now available to order on the standard coupé. There's also a new, more traditional 'vane' grille design option that can be ordered on both the coupé and the drop-top, sitting alongside

SPY SHOT
HYUNDAI i20

New i20 could be offered with an electrified powertrain

Hyundai readies next-gen Fiesta rival and all-new pick-up truck

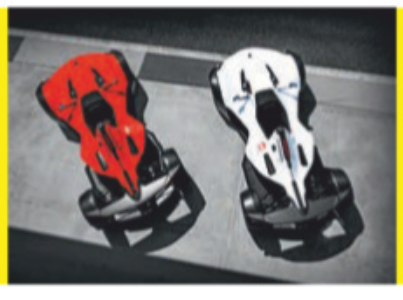
A PROTOTYPE FOR the next-generation Hyundai i20 has been spotted ahead of its confirmed unveiling at next month's Geneva motor show.

The Ford Fiesta rival is tipped to receive an extensive overhaul, including styling inspired by the new i10 and a revamp of the model's interior and technology features. There's also a strong possibility that some electrified powertrain variants will be brought in to help the Korean manufacturer meet stringent EU emissions targets.

Hyundai's new Santa Cruz pick-up truck has also been seen undergoing winter testing. The Santa Cruz is confirmed for launch in 2021 and is targeted at the US 'compact' truck market dominated by models such as the Ford Ranger. It's not yet clear if the model will come to Europe or the UK.

THREE INTO ONE FOR BAC'S MONO

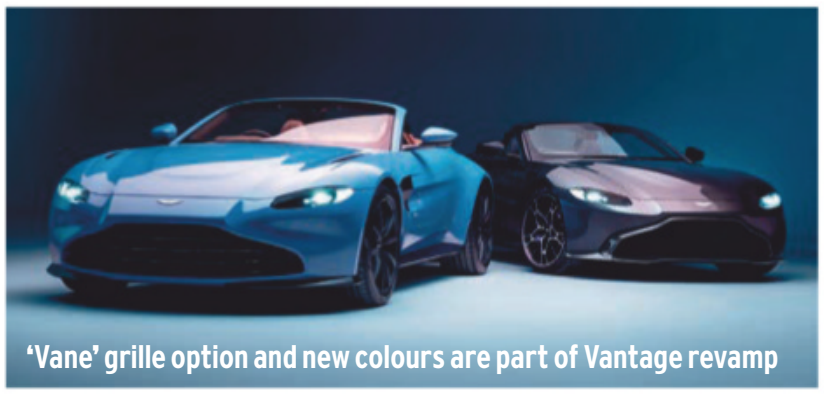
A one-of-three special BAC Mono called the One marks the end of the first-gen car's production, featuring an exposed carbonfibre body and bespoke wheels. A new generation of the single-seater will be unveiled at the Geneva motor show.



FORD BOOSTS ITS GT, BUT NOT FOR UK

Ford has updated its GT supercar for 2020 with more power (up by 13bhp to 660bhp), a new aero-focused rear buttress shape, an Akrapovic exhaust and a new Liquid Carbon exposed carbonfibre special edition. Sadly, it's not for UK buyers.

Roadster's hood can open or close in under seven seconds


'Vane' grille option and new colours are part of Vantage revamp

Deliveries of the Vantage Roadster are due from the summer

the existing 'hunter' grille. New colour finishes and alloy wheel designs are also available.

Weakening demand for the Vantage, particularly in Europe, was cited as a major factor in a "disappointing year" for Aston in 2019. Mounting losses led to last week's announcement of a consortium, led by billionaire businessman Lawrence Stroll, investing hundreds of millions of pounds in return for a 16.7% stake in the car maker.

Aston Martin registered 1029 examples of the Vantage across Europe last year. That represents less than half the number it registered in 2006 in the first full year of sale for the outgoing V8 Vantage. By contrast, Mercedes-AMG registered in excess of 5500 AMG GTs across Europe in the same period.

LAWRENCE ALLAN

Santa Cruz's future in the UK is uncertain

The revised sales ban will include hybrids and plug-in hybrids

Petrol and diesel face 2035 ban

AN ACCELERATED PLAN to ban by 2035 the sale of all petrol and diesel-engined cars – and which now includes hybrids and plug-in hybrids – has been branded "extremely concerning" by the Society of Motor Manufacturers and Traders (SMMT).

The proposed ban, which is five years earlier than had been previously scheduled, was announced by prime minister Boris Johnson as part of measures to help the UK achieve net zero CO_2 emissions by 2050. Previously the government had said ultra-low-emission vehicles, including hybrids and plug-in hybrids, that emit less than 75g/km of CO_2 would still be allowed, but the new plan will ban the sale of any vehicle that is not zero emissions. Based on current technology, that would allow only battery-electric or hydrogen cars to be sold.

However, SMMT boss Mike Hawes said the government had "seemingly moved the goalposts" without a clear plan in place to achieve the goal: "With current demand for this still expensive [zero-emission] technology still just a fraction of sales, it's clear that accelerating an already very challenging ambition will take more than industry investment.

"This is about market transformation, yet we still don't have clarity on the future of the plug-in car grant – the most significant driver of EV uptake – which ends in just 60 days' time, while the UK's charging network is still woefully inadequate."

In confirming the revised plans, the government said it "will continue to work with all sectors of industry to accelerate the roll-out of zero-emissions vehicles, helping to deliver new green jobs in the UK".

The current plan is subject to consultation, with the government suggesting it could even be brought forward from 2035 "if a faster transition was possible".

WHY THE NEW BAN IS FLAWED

RACHEL BURGESS

This announcement smacks of a government looking for an easy headline and a quick win of public confidence after being criticised for not doing enough for the environment. The uptake of EVs should be encouraged by offering more incentives, not reducing them, and by supporting the charging infrastructure.

There is a difference between encouragement and a ban. As more and more brands introduce electric cars uptake will inevitably grow, even if EVs currently account for only a small part of the new-car market. And then there's the fact that the revised sales ban includes hybrids and PHEVs, which are a crucial stepping stone for cautious customers making the move away from pure petrol and diesel cars.

But all of this distracts from the crux of the matter: rather than force a ban and hit consumers in the pocket by making them buy pricier EVs, the government could be far more effective at addressing the climate change plight by introducing mandates to businesses across a breadth of industry, from aviation to haulage.

Already the automotive industry, pressured by emissions legislation, has improved and developed solutions far more rapidly than its peers. Now it's time for all corners of society to contribute.

CORONAVIRUS HURTS CAR MAKERS

The coronavirus, and a reliance on Chinese parts, is affecting car makers, with Hyundai closing seven South Korean factories for at least three days. The Financial Times is reporting FCA will have to shut a European plant within two weeks.

JUNE DEBUT FOR FACELIFTED C3

Citroën has given its C3 a boost with updated looks and new customisation options. Hitting dealers in June, the model gets a tweaked front end, fresh colour combos, new connected services and new 'Advanced Comfort' seats.

Ford

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Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted, variations in weather, driving styles and vehicle load. *There is a new test used for fuel consumption and CO_2 figures. The CO_2 figures shown, however are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration.

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Czinger of a new hypercar

"Revolutionary" performance car set for Geneva show debut

New car brand Czinger will unveil a bespoke hypercar called the 21C at the upcoming Geneva motor show.

Promising to showcase a "paradigm shift in the way vehicles are designed, developed, engineered and manufactured", the year-old brand is named after founder and CEO Kevin Czinger, the man behind the Divergent Blade supercar. The Blade was claimed to be the first car of its type to use 3D printing to form the body and chassis components.

Details of the new model are scarce, but Czinger claims its "revolutionary technology" has led to "a groundbreaking hypercar with an iconic design and dominating performance". It uses a hybrid powertrain of unconfirmed size and output, with the car and its propulsion system designed, developed, engineered and manufactured from scratch at the company's base in Los Angeles, California.

The 21C also features an in-line seating arrangement in a fighter jet-style driver-passenger compartment, with a single seat behind the driver.

The preview images also reveal a large carbonfibre rear wing, extensive use of carbonfibre in the bodyshell and what looks to be a centrally mounted exhaust. A full-width LED light strip stretches across the rear, which is dominated by a honeycomb grille design.

Czinger claims to be "the first of its kind to develop novel additive manufacturing technologies" including "cutting-edge chassis and bespoke structures", plus "high-performance components". It seems likely that the 21C will make use of a further developed version of the 3D printing system used on the Divergent Blade. Czinger claims boldly that the 21C will be "one of the 21st-century's most advanced performance vehicles".

There is full production intent with the 21C, although it's not yet clear how many cars are expected to be built. Autocar understands that, given the amount of bespoke engineering and innovation included in the car, a seven-figure price tag is likely. **LAWRENCE ALLAN**

Kevin Czinger's new 21C hypercar features plenty of carbonfibre, a full-width LED rear light strip and, inevitably, bold design touches

Gordon Murray reveals Motiv EV quadricycle

GORDON MURRAY DESIGN has unveiled an autonomous, electric and ultra-lightweight quadricycle that is claimed to meet new car crash safety requirements.

Called the Motiv, it has been launched as part of a consortium alongside Delta Motorsport and itMoves. The single-seater pod is said to provide "significant cost savings and improved refinement" over similar concepts thanks to Murray's patented iStream Superlight tech. The 2.54m-long Motiv is targeted for use as private city transport or last-mile deliveries, and is "ready for immediate adaptation for driverless use".

A 20kW electric motor mated to a 17.3kWh battery pack promises a range of about 62 miles and a top speed of 40mph. A 450kg kerb weight is claimed without the battery. The consortium is looking for tech partners to begin real-world trials ahead of mass production in two to five years.

The Motiv is said to have a range of 62 miles

CONFIDENTIAL

A NEW GENERATION of the now electric-only Skoda Citigo is still unconfirmed for production, with technical boss Christian Strube saying that although small cars still "made sense", such a car "must be affordable". Boss Bernhard Maier told Autocar that government subsidies were needed to keep the cost down, otherwise small cars "will be hardly accessible as a mass product".

THE CHIEF ENGINEER of the Toyota Yaris, Yasunori Suezawa, is also developing the next-generation Aygo alongside "other A- and B-segment cars" – likely to include a new supermini-sized SUV. It's expected all will use versions of the TNGA platform, and could also benefit from sporting GR variants.

DIESEL ENGINES are "complicated and expensive" to engineer to meet future emissions regulations, according to Volvo boss Håkan Samuelsson. Volvo will no longer launch diesels in any new models, and Samuelsson believes it is "better to go with hybrids" to make a significant cut in CO_2 emissions ahead of increasingly strict legislative targets.

MERCEDES MUST demonstrate to its customers that it is a sustainable, modern luxury brand if it is to thrive in the future, according to the firm's chief executive, Ola Källenius. "The concept of building beautiful machines is no longer enough," he said. "Our cars must be sustainable, not just in terms of emissions on the road, but also in terms of their manufacturing."

NEW DELHI MOTOR SHOW

India's fertile hope for car firms

European and Chinese makers are jostling for space in world's fifth-largest car market

India is the second most populous nation on earth, but car ownership stands at just 30 per 1000 people, compared with 102 per 1000 in China and 925 per 1000 in the US. Yet India can still boast one of the world's most unusual car markets.

Special factors include: tax regulations favouring small and locally built cars; poor infrastructure and challenging road conditions (roads are packed with motorbikes, for which India is the world's largest market); and the sheer size of the population, which is set to overtake China by 2050.

That last forecast is why several European car makers, including the Volkswagen Group, are aiming to become the first to be successful in India and tap into its potential riches.

At the biennial New Delhi motor show last week, the talk was that the recent market declines that led new-car sales in 2019 to fall by a severity not seen in 20 years are only short term, and will soon return to growth. And it's where the appeal lies for VW in trying to conquer what is still the world's fifth-largest car market.

In 2018, the VW Group announced its India 2.0 plan designed to at last give it a foothold. India was reclassified as a region itself instead of a market within a region, and Skoda was tasked with leading the plan in a rebranding of the VW Group as Skoda Auto Volkswagen India.

Skoda was first launched in India in 2001 and had some early success with the Octavia, but sales and its model line faded as the cars couldn't be adapted from European specifications to be sold at a profitable price.

India's challenge: population mass and poor road infrastructure

The key to the new plan is not only a near-threefold increase in dealerships to more than 200 and a trebling of marketing spend, but the supply of a bespoke flexible architecture on which to build local cars.

Some 60% of cars sold in India cost between £5700 and £10,500, meaning to be profitable they typically need to be designed from the ground up, and built in the country to attract less tax.

It's something the VW Group has done with its MQB A0 architecture, establishing an Indian development centre with 200 local engineers to rebuild it with more than 90% local parts and raising the ground clearance to cope with India's roads. What also plays to European strengths is a growing awareness of road safety (a road death occurs in India every two minutes) and a strengthening of emissions regulations, plus a closer alignment to Indian requirements on infotainment and connectivity.

The first cars off the new MQB A0 IN architecture were New Delhi show stars, the Skoda Vision IN (a closely related production version won't be far behind it) and VW Taigun small SUVs, with saloons off the same platform from both brands due in 2021.

The VW Group estimates that the Indian car market will be worth up to six million units

SHOW STARS

SKODA VISION IN

Previews the first car to be built in India off a bespoke new MQB A0 IN architecture for the country – and priced to beat rivals including the Kia Seltos.

KIA SONET

Buoyed by the success of the larger Seltos, Kia will be hoping for more of the same with the smaller Sonet SUV when it makes production later this year.

TATA SIERRA

The Sierra name made a surprise return on a small electric SUV concept at the show. The only thing in common with its 1990s forebear is a three-door layout.

per year by 2030, although more conservative estimates reckon it will be 3.5 million by 2025. Between 2001 and 2018, Indian annual car sales grew from 654,000 to 3.3 million, and VW's estimates are based on that amount of growth again in the next few years.

Whatever the final figure, VW isn't the only car maker to sense the opportunity. Chinese firms are well aware of the potential, too. Great Wall is bringing China's best-selling Haval SUV brand into India from 2021, and SAIC is badging and selling all of its models under its MG brand and playing on its British roots. MG was only launched in July last year, and managed to outsell Skoda.

Hyundai and Kia have also enjoyed significant success. The Hyundai Creta did for SUVs in India what the Nissan Qashqai managed in Europe, and the Kia Seltos has quickly gone past the Hyundai since it was introduced last year. So successful has the launch of the Seltos been that it made Kia India's fourth-biggest car maker – extraordinary given Kia only entered the market in August last year.

This above all shows the size of the prize for Skoda and VW, if they sell the right car at the right price. That right car is increasingly an SUV, for the Indian market features many of the same themes as other international markets – the rise of SUVs and an increase in electrification, albeit at a slower rate as the infrastructure challenge makes Europe's seem minuscule.

For now, the Indian market remains dominated by Maruti Suzuki and its range of small, sub-four-metre-long cars, with a market share of nearly 50% and selling 1.35 million cars in 2019. Hyundai is next with 17%, then Mahindra with 7.6%.

Maruti's position could soon come under threat. It's no longer going to offer diesels as part of the upcoming BS6 emissions standards – similar to Euro 6 – as Indian authorities desperately try to improve the air quality and reduce emissions. Also, it offers no SUVs, although it did preview a concept at the New Delhi show. It will need one, because there are plenty of new rivals who are ready to take its place.

MARK TISSHAW

VOLKSWAGEN TAIGUN

Sister car to the Vision IN, the Taigun will make production shortly after the Skoda despite having been revealed in its final form first. Unrelated to previous Up-based Taigun concepts.

MARUTI SUZUKI FUTURO-E

The production version of this car will be a significant model for India's market leader. The company has been slow into the SUV segment, and will lose sales with its decision to axe all diesels.

UNDER THE SKIN

JESSE CROSSE

HOW NEXT-GEN TECH IS TURNING CAR CABINS INTO SPEAKERS

New immersive audio tech makes cars lighter and sounds better.

MOST PREMIUM CAR makers have used some sort of active sound technology to get rid of unwanted resonance, either by sending noise-cancelling signals through speakers or by using active engine mounts to quell vibrations – especially on models using cylinder deactivation technology.

At the Consumer Electronics Show, Continental AG showed off a Speakerless Immersive Sound system it has developed in collaboration with premium sound specialist Sennheiser. While not a sound cancellation system, 'Ac2ated', as it's called, takes an unusual approach to broadcasting audio sound inside the cabin of a car.

Instead of conventional speakers, the system turns the car's internal trim panels into speaker surfaces. Continental likens the tech to the way the wooden body of a musical string instrument, such as a violin or cello, acts as a resonance chamber to project sound as it's played. In this case, selected surface areas within the car vibrate like the diaphragm of a speaker in order to produce the sound.

Small actuators, attached to the back of the panels and out of sight, excite the surfaces exposed to the cabin to generate the sound. The frequency ranges usually handled by specific sizes and types of speaker are produced by vibrating different-sized surfaces, such as the A-pillar trim, door trim, roof lining and rear parcel shelf.

Sennheiser's Ambeo 3D audio technology, which produces immersive sound, has been integrated with the Ac2ated technology. On a strictly practical level, using activated surfaces saves space and weight. Continental says a conventional audio system can weigh as much as 40kg, but by using existing surfaces it can reduce that by between 75% and 90%.

Weight reduction in cars is crucial in order to reduce fuel consumption or increase the range of an EV, and it comes at a cost. Aluminium, carbonfibre, magnesium and lightweight steels all cost more. Being able to slice over 30kg from one of the features most customers want and ending up with a more desirable product at the same time is a win-win for manufacturers.

Perhaps even more radical is Harman's Individual Sound Zones (ISZ) system, which allows each occupant of the car to listen to their own audio without wearing headphones. Two small micro-speakers, mounted in each headrest, interact with sound waves from standard audio speakers to modify what each person hears. As well as that, Electro Dynamic Planar Loudspeakers (EDPL), one in the headlining above each passenger, project directional sound downwards, like a spotlight, so only the individual can hear it.

The system lets occupants listen to their own audio without hearing the others, and only the driver has to listen to driving-related commands, such as navigation instructions or other alerts from the car. The system also enables passengers to take a phone call and patch it through to someone else in the car. Even if two people are listening to the same audio channel, they can set the volume individually and even turn it right down if they want.

ISZ: A LONG GESTATION

Harman's ISZ has its roots back in 2000 when Mercedes co-developed its 'Audio Spotlight' concept. Speakers made up of ultrasonic transducers, a bit like parking sensors, were mounted in the headlining and projected a beam of sound to the person below. The high frequency would be naturally modified by the surrounding air to an audible frequency. A demo system worked convincingly well.

Call for standard ADAS warning

Concern at safety systems that leave drivers in the dark when they need repairs

UK insurance body Thatcham is calling for a standardised warning light for all cars fitted with advanced driver assistance systems (ADAS) to alert drivers when they are not working correctly.

The systems – which include autonomous emergency braking, adaptive cruise control and collision avoidance – generally do not issue warnings if they malfunction, leaving drivers unaware.

Thatcham's chief technical officer, Richard Billyeald, said he was lobbying manufacturers to fit a uniform signal to flag up faults with any such system.

"What we're asking for is a standardised warning light," he said, "so that, for whatever reason, if any sort of ADAS system has reduced performance or functionality... there is a light – like you would get if your ABS or your airbag had a problem – that says 'go and get it looked at'."

The systems typically rely on radar and lidar scanners and sensors, usually housed in the vehicle's bumpers and behind the windscreen. It is possible to knock them out of alignment, and repairs and recalibrations can be difficult to diagnose and execute.

"Say you park your car in Tesco car park and someone reverses into it," said Pete Eden, national business process and technical manager at the National Body Repair Association. "If they can't see any damage because the bumper's gone in then sprung back out again – because that's what they're designed to do – there might be a radar or a lidar behind it that's been pushed or the bracket has been bent.

"That lidar reads 100 yards away and it has only got to be a degree or two out and, all of a sudden, it's reading the road six feet in front of the car – and you wouldn't know."

He added that simple body repairs and even certain types of metallic paint could be enough to corrupt a system. "The bumper acts as a refractor for the signal – like a satellite dish. It [the signal] hits the bumper and it's thrown out at 45 degrees but, if the bumper has a load of filler in it, the signal can't get through," said Eden.

"The metal content [of certain paints] doesn't allow the signal to refract. Gold is the most well known for it because of its high metallic presence and, if a car has just had another coat of paint, the signal might not get back because there's too much paint on the bumper."

ADAS tech is fully integrated into cars such as Teslas

The systems represent a grey area for insurers, both regarding sufficient repair standards and, if they are not working, establishing fault after an accident. Billyeald said Thatcham would imminently release a publication clarifying the insurance industry's requirements around repairs, which follows its launch of an ADAS calibration training course for vehicle technicians in October 2019.

"This year, we'll be releasing what we're calling the UK Insurance Requirement for the Safe Repair of Vehicles with ADAS," he said.

"We've come up with a set of requirements and, rather than trying to get it written into legislation, it's a reasonably simple route for insurers to say 'this is what we want to see' with repairs."

JACK CARFRAE

> "A standardised light, like you get for ABS or airbags, would say 'go and get it looked at'"

Automatic braking systems won't work if sensors are knocked

SPY SHOT
McLAREN SPORTS SERIES

570S-based test car appears to be a Sports Series hybrid

McLaren mule offers design hint

A TEST MULE for what appears to be McLaren's upcoming hybrid Sports Series model has been spotted – with a glimpse of the dashboard revealing more than first expected.

McLaren's CEO, Mike Flewitt, told Autocar back in April that the first non-Ultimate Series hybrid would be the replacement for its Sports Series line-up, which includes the 540S, 570S, 570GT and 600LT, and it would be launched some time this year.

This new test mule, marked out as a hybrid by mandated badging and complex interior wiring, is based on a 570S but with repositioned exhausts and carbonfibre aerodynamic body addenda. More interesting, however, is what can be seen in the interior shots.

Within a new digital dial design, this prototype features a 'car status' menu based around a detailed graphic of what looks like a McLaren 720S with a redesigned front end. Although not confirmed, it's possible that the graphic could give us a glimpse at the design of the next-generation Sports Series model.

The 720S is only fractionally longer and wider than the 570S, and uses the same 'Monocell II' carbonfibre passenger cell underneath. Its shape also makes it one of McLaren's most aerodynamic models yet, which could be the main motivation for the brand using a 720S-inspired design for the Sports Series model.

Little has been officially said about the new hybrid powertrain, but it's expected to be a plug-in for usable electric-only range. It could also switch to V6 power instead of the V8 in today's models.

Menu graphic could offer a first glimpse of 570S replacement

Another drop for new-car sales

BRITAIN'S NEW-CAR market tumbled by 7.3% year on year in January, with diesel engines accounting for less than 20% of sales for the first time in 20 years.

The Society of Motor Manufacturers and Traders, which released the figures, blames "continued confusion" surrounding diesel and clean air zones, alongside reduced consumer confidence. Private registrations fell by nearly 14%, too.

However, alternatively fuelled cars now make up a record 11.9% of the market, mostly thanks to the huge influx of mild-hybrid petrols and diesels. Battery-electric vehicles recorded a 204% rise over the same period in 2019, now capturing 2.7% of the market compared with just 0.8% in January last year. SMMT boss Mike Hawes said consumer confidence "will not be helped" by plans to bring forward the ban on petrol and diesel cars – including all hybrids – by 2035 (see p13).

Damien Smith

RACING LINES

Newey won LMP2 at Daytona then hot-footed it to Bathurst

THIRTY-SIX HOURS of racing in eight days: for one bunch of racing troubadours, that's how 2020 kicked off, with the Daytona 24 Hours in Florida on one weekend, a long-haul hop across the Pacific, then the Bathurst 12 Hours in Australia the next. What a life.

Five-time Indycar champion Scott Dixon was one among them, winning at Daytona in a Cadillac prototype then racing an Aston Martin Vantage GT3 at Bathurst. Briton Oliver Jarvis was another, finishing second for Mazda at the 24 Hours then making his return as a 'Bentley Boy' in a Continental GT3 Down Under. Luck didn't travel with him, but the sister crew secured a great win, Bentley's first in a major endurance race since Le Mans back in 2003.

Then there was 21-year-old Harrison Newey, a rookie at both races who only did his Bathurst deal the morning after earning a coveted Rolex Daytona watch for winning the LMP2 class in Florida. Unforgettable times for Adrian Newey's boy.

"My first race in America and a pretty good way to kick things off," he says with heavy understatement. "I was with the right team in DragonSpeed. They told me to look after the car because we knew we had a reasonable shot." Newey, fellow Brit Ben Hanley, Henrik Hedman and Colin Braun had a perfect run to win the class by two laps.

The race is run on a track combining a fiddly infield road course with the Nascar tri-oval's 31deg banking, which left him wide-eyed. "It's really strange, you are always looking up," he said. "My neck hurt by the end of the weekend because you are crouched forward trying to look through the top of the screen."

After celebrating victory, word came that a deal to race a Mercedes-Benz SLS GT4 at Bathurst was on. Hastily arranged flights from Orlando to Hong Kong to Sydney later, Newey was strapped into an entirely different car on an equally daunting race track.

Bathurst is one of the best in the world, most notably because of its twisting, wall-lined Mountain section. "It is so fast and the walls are so close," says Newey. "There's no room for error, as shown by the number of cars written off."

In a race that started at an ungodly 5.45am, Newey and his team-mates gave the Merc GT4 its Aussie debut and made the flag despite major gearbox problems. Now it's back to reality as he works to secure a drive for the rest of the season. It'll be hard to top his double bill.

> "You're always looking up. My neck hurt by the end of the weekend"

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Steve Cropley

MY WEEK IN CARS

Elbow grease added nearly £2k to Mini cabrio's resale value

Touareg flies the flag for diesel frugality

MONDAY

Two lessons for me this week, both centred on the simplicity of car ownership. One concerns the sale of a 2007 Mini Convertible owned by a friend's daughter. She's expecting and now has a Vauxhall Mokka, so the old man was tasked with Mini disposal. The car, in average nick but with perfect service records, was pessimistically valued at £2060 by webuyanycar.com. However, my pal likes detailing cars and put a couple of days' elbow grease into the Mini, even enlisting the village panel-basher to remove blemishes with a clay block. Soon the car was perfect. Then my pal bunged the car on Auto Trader at £3950. Within minutes a couple had bought it over the phone – at his price. What better way of winning almost £2k?

Second tale concerns my hunt for a suitable car for this year's Festival of the Unexceptional (1966-96 models, Grimsthorpe Castle in Lincolnshire, 25 July). I'd like a flat-screen Fiat Panda but rust makes them rare. Several prospects have suddenly bobbed up, though, including a pristine 25,000-miler. Lesson from these happy old-car events? The automotive world may be changing but we car lovers will be happily messing about at its margins for many decades to come.

TUESDAY

Fascinating meeting with Ian Warhurst, the engineering millionaire who rescued the Bloodhound land speed record project which looks – after achieving 628mph on a first attempt in South Africa – ever more likely to set a new record when the car goes back next year. That's provided he can raise (what seems to me) a relatively miserly £8 million. Surely some sensible sponsor will see value in this laudable enterprise? Bought a lottery ticket on the way home, but it didn't do the business.

> "We must engineer our way around problems"

Warhurst describes himself as an environmentalist. As well as chasing funding, the team is busy converting its fuel pump to electric power ("the right motors weren't available when we started") and fitting the zero-emission rocket (fuelled by hydrogen peroxide) Bloodhound needs to reach 800mph. "I believe in environmentalism," says Warhurst sincerely. "We have to save the planet. But we must engineer our way around our problems, not uninvent things we need." Makes sense, like so much Warhurst does. If there are rewards for pragmatism and determination, Bloodhound has a happy future.

WEDNESDAY

Nobody sneers at me when I'm driving the big VW Touareg. Yet even though after 9500 miles I know its virtues backwards, there are times when the pervading anti-diesel, anti-SUV feeling makes me uncomfortable. So when, the other day, the trip computer looked like this (see photo), I had to stop and record it. The car had already travelled 352 miles on one tank, with an amazing 570 to go. A vehicle that meets the very highest emissions standards had delivered 47.6mpg on a mixed city/country route, including motorway cruising. What more must one do to avoid being tagged an environmental thug?

FRIDAY

As we bolt into the car events season (Goodwood Members' Meeting looms on 28 March), it's interesting to see how other venues are coping with two decades of perceived Goodwood leadership. Silverstone's Classic meeting, bigger than Goodwood, is laying on free track testing in April for entrants to its summer extravaganza. Beaulieu is having rising success with its 'Simply' events: next up is Simply Ford on 3 May. But the toughest kid on the block is Bicester Motion, which, to my eye, trumps them all with space, beautiful buildings, a central location, lots of ambition and (I would say this) a runway. The benefit of such competition is the enhanced pleasure it brings us punters, and how it draws officialdom's attention to our lobbying power.

AND ANOTHER THING...

Unhappy news: they're killing the Mercedes X-Class pick-up. I ran a white X250D (aka 'Moby Dick') through 2018 and it was comfortable, reliable, convenient and fun. RIP X-Class: you may never have been a farmer's favourite but you were definitely one of mine.

GET IN TOUCH
steve.cropley@haymarket.com @stvcr

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JAGUAR F-TYPE

Thoroughly revamped two-seat sports car arrives in range-topping all-wheel-drive V8 guise with 567bhp and 516lb ft

When Jaguar launched the original F-Type in 2013, the hype that surrounded its arrival was palpable. Why wouldn't it be? Here was one of Britain's most revered sports car marques launching what was, well, its first bona fide two-seat sports car in what felt like forever.

This was no mere replacement for the long-standing XK; the F-Type signified something much bigger than that. Not only did Jaguar know that its name would explicitly mark it out as a spiritual successor to Sir William Lyons's legendary E-Type, but it was also the car with which it would very successfully, and with a healthy dose of supercharged British attitude, take the fight to the likes of Porsche and its formidable 911.

Fast forward to 2020 and it's tricky to shake the feeling that the excitement that frames the arrival of a driver's car such as the F-Type has morphed into something a degree more cautious and reserved. This shift has nothing to do with the ability of this new, heavily facelifted model in particular, however; it's more a product of the wider context in which cars of its ilk now exist.

A few hours before I sat down to write this, news of the government's intention to bring forward the 2040 ban on the sale of new petrol, diesel and hybrid cars first broke. We could now be looking at a 2035 cut-off point – and potentially sooner if the powers that be see fit to tax the internal combustion engine so severely that it's no longer a financially viable option. →

Either way, it's becoming increasingly apparent that cars like the F-Type are on borrowed time. And while environmental concerns might mean such moves are a necessary evil, the fact remains that their demise will be a sad eventuality for petrolheads the world over. At the same time, however, it makes the process of examining this latest F-Type's technical specifications that much more of a ritual to be savoured.

Admittedly the entry-level 296bhp 2.0-litre four-pot model isn't the most exotic starting point, and the coupé's £54,060 price tag (the convertible is some £5500 more) does put it in direct competition with the excellent BMW M2 Competition, Alpine A110 and Porsche's faster 718 models. Nevertheless, the significance of the four-cylinder F-Type should not be underestimated: its immense popularity with customers and comparatively lower emissions helped Jaguar justify the continuation of its rather more unhinged eight-cylinder models – of which there are now two.

The first makes use of a 444bhp, 428lb ft version of the marque's tremendous supercharged 5.0-litre V8. This £69,990 model in effect replaces the old supercharged V6 in European line-ups, although it's worth pointing out that this is still offered in the US. Like the four-pot, the 'P450' V8 is available in both coupé and convertible guises, but where the lower-powered model is exclusively rear-driven, this V8 can be bought with all-wheel drive as an option. Talk to Jaguar's engineers, however, and they'll tell you it's the rear-driven, 444bhp coupé that's the new sweet spot of the range.

P575 F-Type R boasts all-wheel drive and the old SVR's engine outputs

That may well be true but, until we get the chance to have a go, we'll have to take them at their word. Our test car for the duration of our time in sunny Portugal was the other V8: the range-topping all-wheel-drive-only 'P575' F-Type R. You can expect to pay £97,280 for the coupé and £102,370 for the rag-top.

Admittedly that's quite a lot of money, but you get the sense that Jaguar has really gone to town on this car's development. In addition to the 567bhp and 516lb ft you get from its engine (the same as the old F-Type SVR), Jaguar has completely recalibrated its electronically assisted power steering, while its eight-speed ZF transmission has been tweaked using lessons learned during the development of the XE SV Project 8. Its suspension has also been overhauled (see separate story, right), while its 265/35 front and 305/30 rear Pirelli P Zeros are specially developed and are now 10mm wider than before.

The upshot of all this is an F-Type with explosive straight-line performance and sports car-like handling and stability, but with a smaller dose of long-legged GT usability thrown in for good measure. It rides impressively well, too, at once feeling more pliant and more forgiving than a similarly priced 992 Carrera 4S.

That said, a few corners are all that are required to learn that the Jaguar lacks the abundant balance and handling purity of the Porsche. But so intoxicating is the F-Type's demeanour that you hardly feel like you're missing out.

Its steering is beautifully weighted and impressively intuitive, with

TESTER'S NOTE
The F-Type R can be optioned with beefier 'Carbon-Ceramic Matrix' brakes, but you'll have to pick the £7705 Carbon Ceramic Brake Pack to get 'em. They make for a 21kg reduction in unsprung mass. **SD**

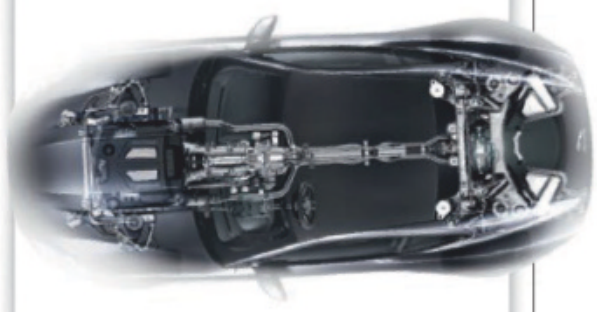
> "The result is a huge amount of confidence during hard charges up and down mountain roads"

Revised suspension has tamed the F-Type R's rear-end liveliness to some degree

Seats are supportive but the infotainment interface leaves something to be desired

F-TYPE R: WHAT LIES BENEATH

The F-Type R still makes use of aluminium double wishbones at both front and rear axles, but many of the other suspension components have either been uprated or replaced. New springs have been fitted, while the updated anti-roll bars have been softened off slightly at the front and stiffened at the rear. The rear suspension knuckles are now aluminium die castings, and together with uprated ball joints they allow for increases in camber and toe stiffness of 37% and 41% respectively. Jaguar implemented this to attain greater control of the rear contact patch and tone down the previous F-Type's appetite for sudden bouts of power oversteer. It seems to have worked: while you can still feel a degree of liveliness at the rear on corner exit, it's all underpinned by a reassuring level of traction and security.



a quickened off-centre response prompting suitably agile movements from the front end. With the adaptive dampers firmed up there is admittedly some body roll as you guide its 1743kg mass through corners, but the rate at which this arrives feels entirely natural and impressively controlled. Coupled with its immense all-paw traction, the result for the driver is simply a huge amount of confidence during hard charges up and down technical mountain roads. That's not to say it comes over all sterile, mind. You can feel the rear end eagerly twitching and shimmying as you lean on the power on the way out of bends. Which you will be doing rather a lot, given what's under the bonnet.

The performance and thunderous character of that 5.0-litre supercharged V8 is what defines a drive in the F-Type – although not to such an extent that it casts an uncomfortably long shadow over the way it rides and handles. Throttle response is immediate and, although it doesn't start pulling in earnest until about 3000rpm, the linearity of its acceleration and the volcanic soundtrack combine to make the F-Type R feel every bit as fast as its 3.7sec 0-62mph time suggests.

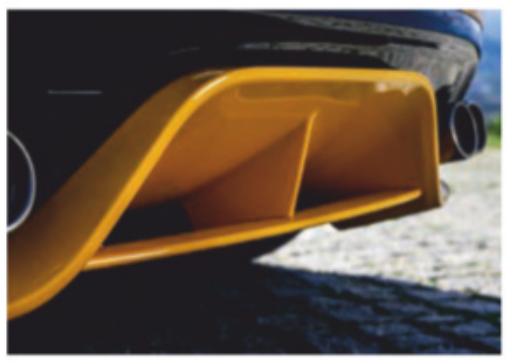
Full-throttle upshifts deliver a forceful kick to the base of your spine, while the transmission's gearing is well judged for quick road driving: you'll be doing roughly 65mph by the time you hit the top of second. Adopt a more relaxed driving style and it swaps ratios with impressive efficiency.

The general layout of the cabin hasn't changed a great deal but ergonomically it still works a treat. The leather upholstery is nice and the seats are supportive, but it's a little way off the new 911 for outright sophistication. Meanwhile, the new 12.3in digital instrument binnacle is clear and easy to read if a little visually underwhelming, while the updated 10in touchscreen infotainment system now features Apple CarPlay and Android Auto as standard. You'll use this a lot, as Jag's operating system is, comparatively speaking, still a bit rubbish.

Nevertheless, the F-Type R remains a thoroughly likeable, deeply exciting car – even if it doesn't look quite as good as it did before. And while it might not be as technically capable or as pure in its responses as the 992, so potent is its thuggish but charming sense of V8 character that it'd be the car I'd have. Call me a philistine, but they won't be making them like this for much longer.

SIMON DAVIS
@simondavisnz

It's agile and has great traction, but the thunderous V8 dominates the drive



JAGUAR F-TYPE P575 AWD R COUPE

Loud, raucous and hugely endearing. Not quite as sharp as a 911, but arguably more enjoyable to live with

★★★★½

Price	£97,280
Engine	V8, 5000cc, supercharged, petrol
Power	567bhp at 6500rpm
Torque	516lb ft at 3500-5000rpm
Gearbox	8-spd automatic
Kerb weight	1743kg
0-62mph	3.7sec
Top speed	186mph
Economy	26.4mpg
CO_2, tax band	WLTP figures tbc, 37%
RIVALS	Porsche 911 Carrera 4S, Aston Martin Vantage

TESTER'S NOTE
Go for the optional air suspension package and the drop in ride height over other Macans is reduced to 10mm. **JD**

TESTED 4.2.20, ESTORIL, PORTUGAL **ON SALE** NOW

PORSCHE MACAN GTS

Sharper than a regular Macan, cheaper than the Turbo: is this the ideal model?

Porsche's GTS models have arguably represented the sweet spot in the range for quite some time now. Infusing a little of the Motorsport-themed GT cars' hard edge with a generous smothering of everyday usability, these machines are compromised, but in a good way. So it's fair to expect that the new Macan GTS will be the pick of the sporty SUV bunch.

As with its predecessor (and all GTS models, frankly), the formula is fairly simple: the Macan gets a more focused suspension set-up, a bit more power and some natty visual additions. And as ever with these models, the changes add up to a little more than the sum of their parts.

As before, the chassis is treated to a 15mm drop over the standard car, making the GTS the lowest model in the Macan range. This reduced ride height is combined with recalibrated adaptive dampers, tuned and tweaked for even greater control when pressing on. There are also bespoke RS Spyder Design 20in wheels, which cover brakes now clamped by bright red calipers. In addition, our test car was sprinkled with a few choice dynamic options, such as the trick PTV torque-vectoring rear differential.

The biggest change is reserved for the engine, with the old car's 3.0-litre V6 being ditched in favour of the latest 2.9-litre. A detuned Turbo unit rather than an uprated S engine, it gets 'hot vee' twin turbos to deliver 376bhp (up 20bhp on the previous model) and a thumping 384lb ft, which works out as an extra 16lb ft. Impressively, this torque is available from just 1750rpm all the way to 5000rpm. Furthermore, the engine is located on stiffer mounts that aim to improve steering accuracy, plus it breathes through a fruitier sports exhaust.

Some dabbling with the seven-speed PDK's brain helps sharpen the shifts and the gearbox is mated to the latest four-wheel drive system with Porsche Traction Management, which aims to deliver a more rear-wheel-drive handling balance.

On the move, the Macan's performance gains feel greater than the relatively modest increases in power and torque would suggest. The combination of that Table Mountain torque curve and crisper-acting gearbox catapults the GTS down the road with real intent, making it feel just as quick as the pricier Turbo. It's at its best in Sport or Sport+ modes (accessed by a handy wheel-mounted dial), where throttle response is nicely sharpened and that exhaust crackles away on the overrun.

Combine this straight-line energy with the car's assured handling and the GTS is a devastating point-to-point weapon. The steering is quick and nicely weighted and turn-in bite is remarkable, this PTV-equipped Macan resisting understeer even when carrying daredevil levels of speed into corners. There's fine mid-corner balance and getting on the throttle early has the rear squirming ever so slightly before the computers send the torque forward for a slingshot exit. Changes of direction are remarkably quick and composed, too – the GTS doing a fine impression of a smaller and lighter hot hatch.

Even on the standard cast iron discs, the Macan sheds speed with greater violence and resistance to fade than anything weighing 1910kg has any right to do and the pedal feel and response are spot on.

If there's a criticism, it's that the ride isn't as cosseting as you'd expect. Sport and Sport+ deliver absolute body control, but mid-corner bumps can make the car hop and skip a little. Normal mode gives a little more compliance, the GTS breathing more easily with the surface, but there's some lumpiness at low speeds.

The rest of the car is pure Macan, which means the Alcantara-peppered interior is impeccably finished and just roomy enough for family duty, while, ride aside, the GTS is quiet and comfortable. Few cars with a Porsche badge are as easy to live with.

JAMES DISDALE
@jamesdisdale

It feels as quick as a Macan Turbo in real-world use and the interior is plush

PORSCHE MACAN GTS

As a driving tool, the Macan is unrivalled in this sector and the GTS might just be the pick of the bunch

★★★★½

Price	£58,816
Engine	V6, 2894cc, twin-turbocharged, petrol
Power	376bhp at 5200-6700rpm
Torque	384lb ft at 1750-5000rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1910kg
0-62mph	4.9sec
Top speed	162mph
Economy	29.4mpg
CO_2, tax band	218g/km, 37%
RIVALS	Audi SQ5, BMW X3 M40i, Mercedes-AMG GLC 43

TESTED 5.2.20, LONDON ON SALE NOW

FORD PUMA

Baby SUV lives up to the plaudits on UK roads – on most counts

Ford's new Puma compact crossover has been making plenty of waves since it was revealed a couple of months ago. As well as grabbing generous helpings of buyer interest, it has collared the coveted What Car? Car of the Year award. A combination of great styling, nice spec and ideal size looks like sending Ford's latest to the top of the baby SUV class.

Yet there are still questions. Ford currently offers two three-cylinder mild-hybrid (MHEV) powertrains, with 123bhp and 153bhp. Choose the former and you save £750. Is the extra outlay worthwhile? And the Puma range's three distinct models offer three ride comfort levels – 17in wheels and compliant suspension for the Titanium, 17in wheels and sports suspension for the ST-Line and 18in wheels with ditto for the ST-Line X. Which works best? We drove a low-power ST-Line X First Edition model on the challenging roads of London to investigate.

The plaudits this car has so far attracted are entirely valid. The styling is even better than in photos; the quality's great; the interior is conventional but classy like a well-cut business suit. The 1.0-litre turbocharged triple is smooth, quiet and pulls amazingly well from low revs (helped at critical times by 15bhp and 37lb ft contributed by the integrated starter-generator). But it definitely lacks the sporty top end of the 153bhp edition: we'd say the lesser engine works well, but the extra power suits the character of the ST-Line models.

But we're not so sure about the combination of ST-Line suspension and 18in wheels. The car certainly has the enjoyable quality of tautness we've come to recognise from small Fords, but it 'feels' ruts and ridges acutely and noisily at times, and is rarely composed at sub-30mph speeds on pockmarked London roads. We'd say an ST-Line on 17in wheels is the minimum comfort threshold for UK roads, and the softer-sprung (and more luxurious) Titanium will be better for many.

However, there's no holding back on the Puma's primary virtues. It's simply more desirable than the general run of baby SUV competitors and, given the current high demand for such models, that promises a big future for the car.

STEVE CROPLEY
@stvcr

Puma interior is pure Ford: respectable on quality and class

FORD PUMA 1.0 ECOBOOST MHEV 125 ST-LINE X FIRST EDITION

Already established as a potential class leader, but questions remain over engine and suspension choices

★★★★☆

Price	£25,195 (First Edition)
Engine	3 cyls, 999cc, turbocharged, petrol, plus electric motor
Power	123bhp at 6000rpm
Torque	155lb ft at 1400-4500rpm
Gearbox	6-spd manual
Kerb weight	1280kg
0-62mph	9.8sec
Top speed	119mph
Economy	48.7-51.4mpg
CO_2, tax band	99g/km, 24%
RIVALS	Renault Captur, Nissan Juke

TOYOTA YARIS HYBRID PROTOTYPE

Price £20,000 (est) **On sale** September
What's new? Fourth-gen Yaris is lower, wider and a little shorter by adopting the latest TNGA platform and has an all-new hybrid system

THE NEW 257BHP GR Yaris grabbed the headlines when it was unveiled last month, but it's the all-new Yaris Hybrid, driven here in prototype form, that'll grab the sales.

The latest version of the Yaris's best-seller combines its electrical bits with a three-cylinder 1.5-litre Atkinson-cycle engine that's impressively muted. Only steep hills or a sustained flooring of the throttle cause it to drone. Performance is greatly improved, as is the handling.

It may not have the sparkle of a Ford Fiesta, but it stays pretty upright, grips hard and has well-weighted, natural-feeling steering. A bit more compliance over potholes wouldn't go amiss but hopefully it'll improve on wheels smaller than 17in. **ATJ**

FIAT 500 MILD HYBRID

Price £16,795 **On sale** Now
What's new? New 12V mild-hybrid architecture delivers modest fuel and CO_2 savings

THE 500 MILD Hybrid represents the first step in Fiat's quest to redefine itself as a maker of small, electrified city cars. Not that this car is capable of running for brief periods on electricity alone, mind: its 12V architecture is only good for powering the car's ancillaries when the engine is switched off and for providing a tiny amount of assistance during acceleration.

Still, this does make for a relatively endearing city car, despite its ergonomic foibles. The 1.0-litre three-pot is willing enough, although the ride and handling lack some of the polish of the Volkswagen Up and Skoda Citigo. If you're sold on the 500's styling, you'll probably be able to look past its shortcomings. **SD**
★★★☆☆

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PHOTOGRAPHY OLGUN KORDAL

Mercedes-Benz GLS

Can Mercedes' third-gen GLS behemoth justify its claim to be the 'S-Class of SUVs'?

MODEL TESTED **400D AMG LINE PREMIUM 4MATIC**

Price £75,040 • **Power** 326bhp • **Torque** 516lb ft • **0-60mph** 6.5sec • **30-70mph in fourth** 6.9sec • **Fuel economy** 30.0mpg • **CO_2 emissions** 213g/km • **70-0mph** 45.5m

We like

- Refined, gutsy and decently economical diesel engine
- Expansive adult occupant space – so long as you're not in the third row
- Reasonably tidy handling at town speeds

We don't like

- Sheer size makes it unwieldy when manoeuvring
- Interior lacks truly distinguishing sense of occasion
- Secondary ride is notably off the mark for a limousine

The Mercedes-Benz GLS, which is now entering its third full model cycle, has become something of a strange idol for those who believe, absolutely and unquestionably, that bigger must necessarily mean better when it comes to luxury cars.

It hasn't always been known by that initialism. The first version, which stretched the ML-Class's underpinnings to suit a proper adult-sized seven-seat SUV application, was dubbed 'GL' when it came along in 2007 and helped provide the production volume to establish Mercedes' US factory in Alabama.

But now that first mission has been achieved, and with so many ways to spend a six-figure sum on a leather-lined, exotically positioned luxury 4x4 today that simply didn't exist 13 years ago (not to mention a much improved G-Class sibling rival with which to compete), does Mercedes need to redefine this car's brief and positioning? Does the BMW X7 represent a direct challenge to which Mercedes must be seen to react? Which way does the biggest Mercedes SUV of them all now turn to ensure its continued existence – or does it simply plough steadily straight on in global market conditions that supposedly remain favourable to all cars of its ilk?

All these questions and more must have concerned Mercedes' product planners during the initial design and conception of the X167-generation GLS, which undergoes this week's road test in what is effectively the only engine and trim-level derivative form in which it's offered to UK buyers: as the six-cylinder diesel GLS 400d. The firm describes the new GLS as more evolutionary than revolutionary, claiming it simply offers "more of the same: more space, more comfort, more luxury". Stand by to find out, then, if even more really does mean more in this particular case.

DESIGN AND ENGINEERING

★★★½☆

It's fitting that the GLS is assembled in the spiritual homeland of big-boned SUVs; specifically, at Mercedes' Tuscaloosa plant in Vance, Alabama. And this widely redeveloped model does cast quite the shadow, being 77mm longer and 22mm wider than the previous GLS and with a footprint comfortably larger than that of its closest rivals, the X7 and Range Rover. Indeed, it dwarfs conventionally big cars such as the Volvo XC90 and has a wheelbase 100mm longer than that of even the long-wheelbase S-Class. Is that too big – at least, for UK roads? We'll see, but to go bigger in Europe, you would need the Rolls-Royce Cullinan, the road test for which you can read in next week's issue.

As is commonplace for models that could more accurately be described as high-riding limousines than off-road vehicles, the GLS's construction is more S-Class than G-Wagen.

Range at a glance

ENGINES	POWER	FROM
400d	326bhp	£72,965

TRANSMISSIONS
9-spd automatic

Although the GLS is available with a much wider range of six- and eight-cylinder petrol and diesel engines in other markets, the 400d is the sole choice for the UK. AMG Line is the entry-level trim offering, with Premium, Premium Plus and Premium Plus Executive add-on packs optionally available.

Mercedes-AMG has recently unveiled the monstrous GLS 63, whose 4.0-litre V8 develops 603bhp and 627lb ft with assistance from a 48V mild-hybrid system. This model will arrive towards the end of spring.

Each axle uses pneumatic springs and, although those springs are controlled with double-wishbone suspension at the front axle, the rear uses a multi-link arrangement. It's all attached to Mercedes' Modular High Architecture, which is largely the same as the Modular Rear Architecture used by the S-Class, E-Class and C-Class saloons.

This hardware lays the ground for cutting-edge autonomous driving features and is said to weigh less – at 2415kg, the claimed weight for this GLS 400d 4Matic makes it 40kg lighter than the car it replaces. The 400d will remain the only powertrain available to UK buyers until the Mercedes-AMG 63 (twin-turbocharged V8) arrives later this year.

The 400d uses the same 2925cc 'stepped-bowl' straight-six twin-turbo diesel available elsewhere in the Mercedes range – and highly rated it is, too, for its response and refinement. Mated to Mercedes' nine-speed gearbox, it delivers 326bhp and a robust 516lb ft and does so with new-found versatility. Whereas the old GLS powertrains used a fixed 50:50 torque split, the new powertrain is variable, defaulting to rear-wheel drive for sweeter drivability on the road but able to shift half the torque forward via its centre differential.

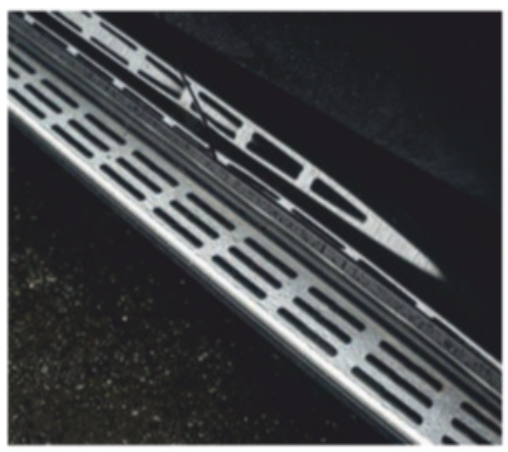
The two most notable option packs are the Offroad Engineering Package, which is fitted to our test car, and E-Active Body Control, which uses stereoscopic cameras (that is, two feeds rather than one) →

Original Merc GL hit the road 13 years ago

There are two kinds of LED headlights offered. These are the 'multibeam' lights you get as standard (which have auto dipping anyway). Intelligent LEDs with 'active beam' feature on Premium Plus mid-grade spec and above.

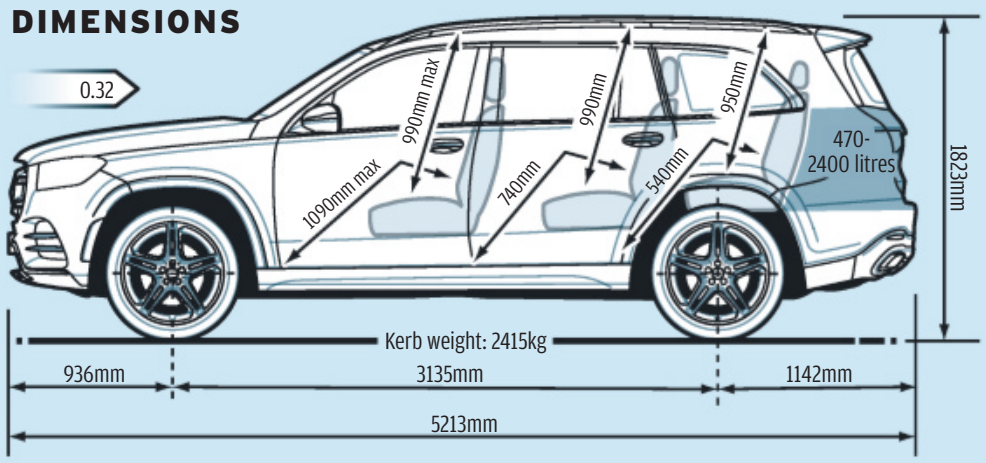
Automatically deployable towbar (with buttons just inside the boot hatch and on the driver's door panel) is standard fit. Car is rated to tow 3500kg on a braked trailer and has a gross weight that would allow you to load up around 700kg of ballast into the boot.

Mercedes hides its safety sensors behind the three-pointed star. You get all of its Pre-Safe crash mitigation and driver assistance systems as standard, plus radar cruise, lane keeping assist and traffic sign assist.

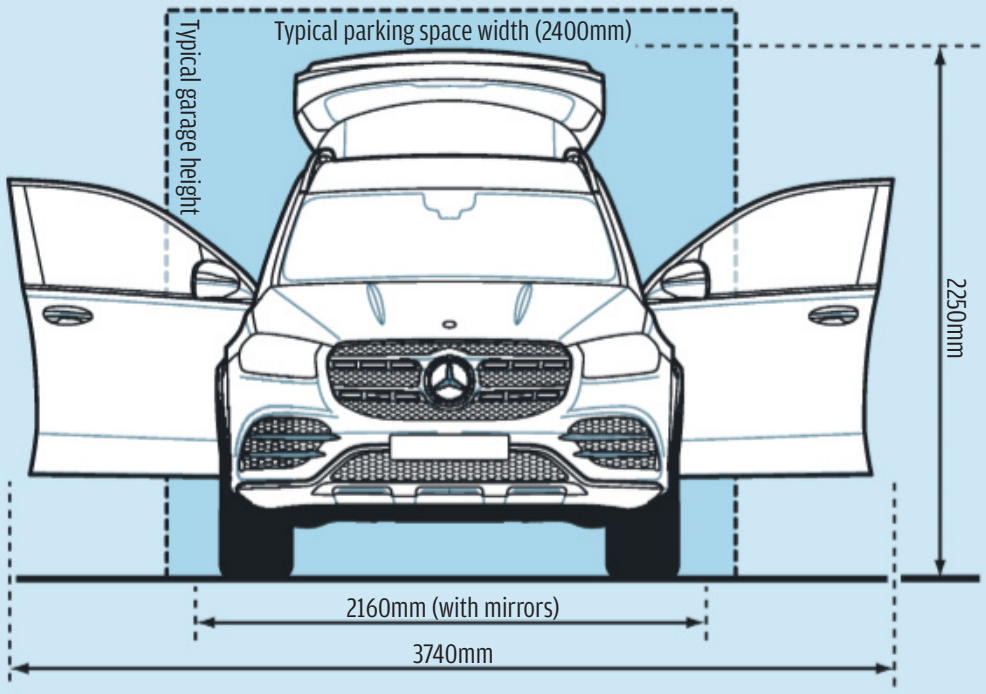

It will be a modest step to get into the GLS for most people, and a big one for some – particularly if the air suspension is at its highest setting – so these running board steps come in very handy. They look the part on the car, too.

Weights and measures

DIMENSIONS

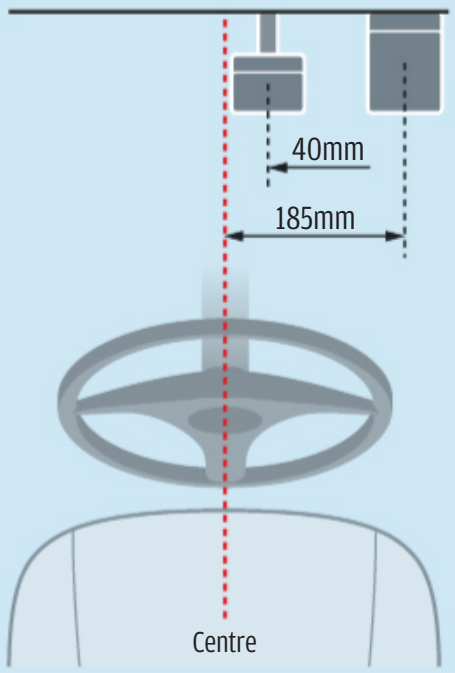


PARKING



WHEEL AND PEDAL ALIGNMENT

Masses of adjustability in the steering column and seat base make for a comfortable driving position. Pedals are spaced sensibly. Slight right-hand offset for the brake pedal improves ease of use on long journeys.

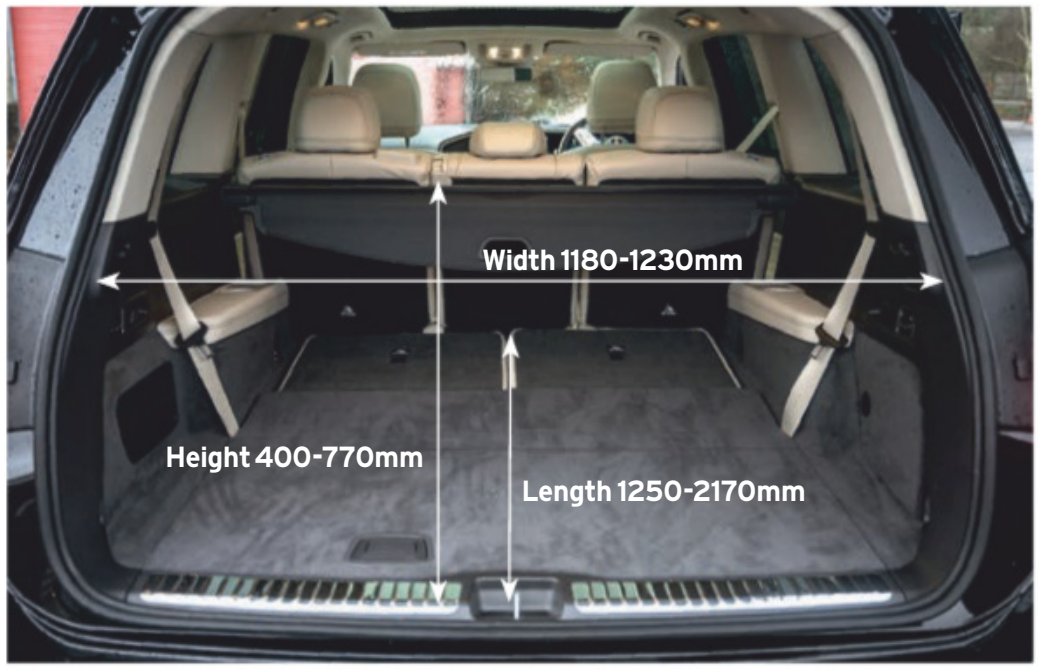


HEADLIGHTS

Lesser of two adaptive LED options, as fitted to our test car, are bright and well set for dip level and they seem to dip quickly enough to avoid dazzling other traffic.

● Soft leather upholstery feels great and the seats themselves offer plenty of support and comfort. Grab handle is useful during off-roading.

● Second-row passengers get electrically adjustable heated seats and acres of room. Rear climate control can also operate at two separate temperatures.



● Air springs allow the GLS to squat down at the rear when the boot is open to make loading and unloading easier. Third row of seating collapses electronically.

← to scan the road ahead and prime the dampers – and that, for some reason, isn't available in the UK. The Offroad Engineering Package adds a low-range transmission, off-road ABS and the ability to lock the driveline's central coupling.

INTERIOR

★★★½☆

The cabin is a likeable environment, but doesn't feel quite as rich or special as the 'S-Class of SUVs' strapline suggests it should. There's much that gives an impression of the smaller GLE, only scaled up in size, which feels like a cop-out in a flagship luxury SUV. Cars like this deserve a more bespoke ambience. Those with a keen eye will note the array of squared-off air vents set in an attractive brushed aluminium dashboard fascia, while the slender grab handles that protrude from the centre console have also been carried over from the GLE. All the switchgear is largely familiar, as are the shapes and locations of numerous storage solutions dotted around the front of the cabin. But as familiar as the GLS's cabin is, the same argument applies to the likes of the BMW X5 and X7.

The twin screens of the latest MBUX infotainment suite dominate the dashtop and the Mercedes feels like the more technologically sophisticated seven-seat SUV when compared with its closest German opponents. As a bona fide seven-seat SUV, however, the X7 outshines the GLS for three-row practicality. Both have cavernous second rows (the Mercedes has up to 850mm of leg room and 990mm of head room), but the X7 pips it for third-row space. We have yet to take a tape measure to the BMW, but previous experience confirms adult passengers can fit in the rearmost seats in impressive comfort. In the GLS, these seats are best left for larger children.

Boot space ranges from 470 litres with the rearmost seats in place to a gargantuan 2400 litres with two rows of seats folded dead flat.

PERFORMANCE

★★★★½

In many facets of the driving experience, the GLS's considerable size and its bulk are concealed about as effectively as a hippopotamus might be by an acacia tree – but this one isn't one of them. A weight on our scales of 2.6 tonnes may be a lot for any engine, but GLS's 2.9-litre twin-turbo diesel straight six develops more than 200lb ft for every tonne of that kerb weight – and makes that torque available from just 1200rpm.

The upshot is that the GLS 400d is at once quicker and more drivable than you'd perhaps expect – as well as a fair bit more smooth and refined. It has the dampened-down initial throttle response that you'd want in a big, heavy car that's likely to be pressed into service for towing and occasional off-roading, but it isn't at all reluctant to get moving once it's rolling. When it's really spurred on, it'll pass 60mph from rest in just 6.5sec, and get from 30-70mph →

Rocker switches on the broad transmission tunnel are suitably chunky and, among other commands, control the height of the air suspension.

GLS features sizeable grab handles but, because this is the self-styled 'S-Class of SUVs', they're trimmed in Artico 'leather' and have aluminium inserts.

Climate controls are, usefully, of the physical variety and sit in a bank below an attractive row of air vents. The toggle switches themselves feel flimsy, though.

Multimedia system ★★★★½

Mercedes' expansive MBUX infotainment system continues to impress, with pin-sharp graphics and intuitive menus, even if the rotary controller found in the BMW X7 still beats the trackpad used here for making quick, precise commands on the fly.

The two 12.3in displays nevertheless convey the feeling of technological superiority that Mercedes will have intended and, alongside the system's capacity for voice and gesture control, the central display is touch sensitive, and so your angles of attack are many. Apple CarPlay and Android Auto compatibility come as standard, with no associated subscription fee.

Premium Plus Executive trim extends the technology to the second row, adding wireless phone chargers, extra USB connections (for 11 in total) and 7.0in tablets, which can themselves be upgraded to 11.6in touchscreens with the MBUX Rear Seat Entertainment System.

> There's a reassuring sense of steadfast stability about the car

in just 6.0sec; which is about as quick as a Ford Fiesta ST.

But more impressive still than that outright pace is how pleasantly, quietly and obediently the GLS's engine and transmission go about day-to-day business. The diesel straight six feels remote and well-mannered at both low and high crank speeds, and is powerfully responsive across its operating range. There is more noise and mechanical industry about its character above 3500rpm than below that threshold, but never a hint of harshness – and the car's nine-speed torque-converter gearbox has a knack for selecting the right gear at the right time when you're rowing the car onwards at the briskish but unhurried pace that its size seems to freely permit.

To drive the car off road is to appreciate the inherent advantage of such carefully tuned pedal response, because momentum becomes very easy to closely manage over mud and when climbing and descending. The brake pedal tuning is also very progressive, making it easy to stop smoothly wherever you are – although also making for an awful lot of travel to push through, and a slightly disconcerting overall feel to the pedal, during hard or sudden stops on the road. That all 2.6 tonnes of the car could be stopped from 70mph in less than 46 metres – and in damp, chilly conditions – suggests there's nothing wrong with outright stopping power, however.

HANDLING AND STABILITY

★★★½☆

While there's no escaping its mass or girth, the GLS doesn't possess that supertanker-stranded-in-a-duck-pond feel you might expect on UK roads. Its lofty driving position is a key factor here, affording a commanding view that makes the task of placing and then keeping its enormous size within the confines of your lane reasonably easy most of the time – provided said lane is wide enough in the first place.

Around town, this elevated visibility is very useful indeed. It does little to make the GLS any more manoeuvrable in tight car parks or in narrow side streets, mind you – where you really do feel the car's size, and where, at times, you can't help wishing Mercedes had considered adding four-wheel steering. But aided by steering that, at 2.8 turns between locks, is not only sensibly geared and precise but also convivially light, the car's reasonably tidy and responsive handling does at least make the process of navigating the GLS through traffic and around urban junctions a little easier than its sheer size might suggest it should be.

Move up to open-road speeds, however, and while the process of flowing the GLS down a quick road remains reasonably intuitive, the car's handling doesn't quite mask its mass as effectively as it might. Steering response becomes notably more leisurely, while the amount of body roll that accompanies a more hurried style of driving begins to feel pronounced. Nevertheless, the steering's linearity – as well as the subtle sense of elasticity that gradually builds as you wind on lock – ensures that there's a reassuring sense of steadfast stability and predictability about the car's limit-handling behaviour.

Grip levels are good if not infallible, and being roughly where you'd expect them to be in a modern 2.6-tonne luxury SUV. Push hard enough and it will be the GLS's 285-section front tyres that relinquish their purchase first, allowing the chassis to gradually

High-riding view makes road placement easier than its size might suggest, while cornering grip levels are commensurate with expectations of a heavyweight luxury SUV

Assisted driving notes ★★★★☆

Mercedes remains in a strong position for the functionality and effective integration of its semi-autonomous driver assistance systems; and because the GLS comes in such a well-equipped specification, it gets the whole lot as standard.

The automatic lane-keeping system has a more guided feel than some, but still requires enough input from you to keep you engaged. Although it doesn't always work well on single carriageways, it recognises lane markings on dual carriageways consistently – and usually even through roadworks – and its assistance feel can be turned up and down according to preference.

The speed limit assist system generally recognises speed limits very consistently, too.

The intelligent cruise control is one clearly tuned primarily for the North American market, so it doesn't guard against undertaking a slower-moving car; but in busy traffic, that can allow for smoother progress.

AUTOMATIC EMERGENCY BRAKING

- Is the system more than averagely prone to 'false positive' activation? ✗
- Can its sensitivity be adjusted? ✓
- Can it be deactivated? ✓

LANE KEEPING ASSIST

- Is the system tuned to keep the driver engaged at all times? ✓
- Can it consistently recognise dual carriageway road markings? ✓
- Does it allow you to drive around a pothole/obstacle within your lane easily and without deactivation? ✓

INTELLIGENT CRUISE CONTROL

- Can the system consistently recognise and automatically adopt motorway gantry-signed variable speed limits? ✓
- Does it prevent undertaking? ✗
- Does it have effective audible or visual alerts, or steering intervention, to prevent changing lanes into the path of an overtaking car? ✓

push into gentle understeer, at which point the car's sympathetically tuned ESC system gracefully steps in to tidy things up so that, as often as not, you might not even notice the line you've just crossed.

COMFORT AND ISOLATION ★★★☆☆

In light of all the S-Class limousine references that Mercedes pretty freely makes about this car, you'd expect its engineers to have made damn sure that it performs exceptionally with regards to ride comfort. It was with some disappointment, then, that our testers noted the manner in which the GLS addresses typical British A- and B-road surfaces.

Uneven stretches of country road highlight a tendency for the GLS body control to succumb to pronounced side-to-side jostling, while the car's secondary ride seems happy to fuss and amplify some of the numerous ruts and edges that it deals with – most noticeably at town speeds. A degree of ride sophistication might well have been sacrificed in order to beef up the Merc's off-road worthiness, but the similarly capable BMW X7 does notably better to isolate its occupants – and it's not the only GLS rival you could claim that about. The fact the BMW comes as standard with 21in wheels, as opposed to the larger 22s on the Mercedes, could well be a contributing factor.

Over more uniform undulations, the GLS's primary ride is at least defined by a likeable pillowy feel. The way its Airmatic suspension works to check vertical movement doesn't make for as much outright high-speed body control as you might like, which is more than likely a product of its immense weight; but remembering that this is a luxury car, that is at least forgivable.

On smoother motorway surfaces, cabin serenity is good. At a sustained 70mph, our microphone returned a reading of just 62dB – one decibel quieter, believe it or not, than the S350 Bluetec we road tested back in 2013.

BUYING AND OWNING ★★★★☆

At first glance you might just conclude the £75,040 GLS 400d somehow offers, as the saying goes, quite a lot of car for the money. The equipment list does little to dispel this notion, because even heated second-row seats and a head-up display come as standard. However, to benefit from the car's autonomous tech, you will need to upgrade to Premium Plus trim level, which includes massage seats but raises the buy-in to more than £83,000.

The GLS is, however, forecast to hold its value better than its X7 and Range Rover rivals, retaining 45% of its purchase price after three years and 36,000 miles compared with 42% for the similarly priced X7 30d M Sport and 43% for the more expensive Range Rover SDV6 Vogue. It's a marginal advantage only, on what remain pretty conspicuously expensive cars to own.

In terms of outright usability, the Mercedes also scores well elsewhere. A test average of 30mpg is encouraging for a car of this size, performance and weight and, with a 90-litre fuel tank, makes for a real-world driving range of almost 600 miles. On the motorway, expect that to climb to more than 750 miles as economy approaches 40mpg. Meanwhile, towing capacity is in line with diesel rivals at 3500kg for a braked trailer. Note, however, that this falls to 3300kg if you specify the Offroad Engineering Package. →

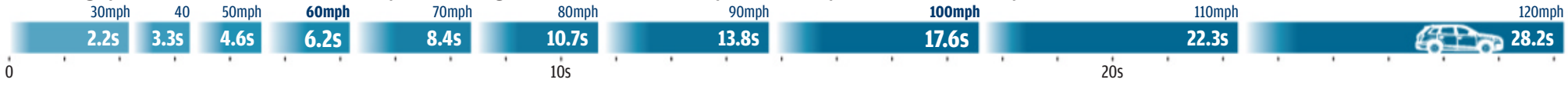
ACCELERATION

Mercedes-Benz GLS 400d AMG Line Premium 4Matic (6deg C, dry)

Standing quarter mile 15.0sec at 93.9mph, standing km 27.4sec at 118.7mph, 30-70mph 6.0sec, 30-70mph in fourth 6.9sec

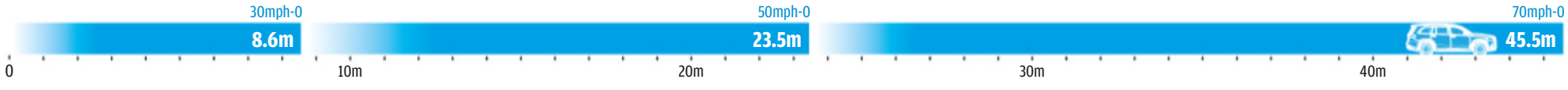
Audi Q7 3.0 TDI S line quattro (2015, 20deg C, dry)

Standing quarter mile 14.9sec at 93.2mph, standing km 27.4sec at 118.9mph, 30-70mph 6.2sec, 30-70mph in fourth na



BRAKING 60-0mph: 3.00sec

Mercedes-Benz GLS 400d AMG Line Premium 4Matic (6deg C, dry)



Audi Q7 3.0 TDI S line quattro (2015, 20deg C, dry)

Data log

MERCEDES-BENZ GLS 400D AMG LINE PREMIUM 4MATIC

On-the-road price	£75,040
Price as tested	£76,535
Value after 3yrs/36k miles	£39,025
Contract hire pcm	na
Cost per mile	£1.27

TYPICAL PCP QUOTE

Four years/40,000 miles £814.23

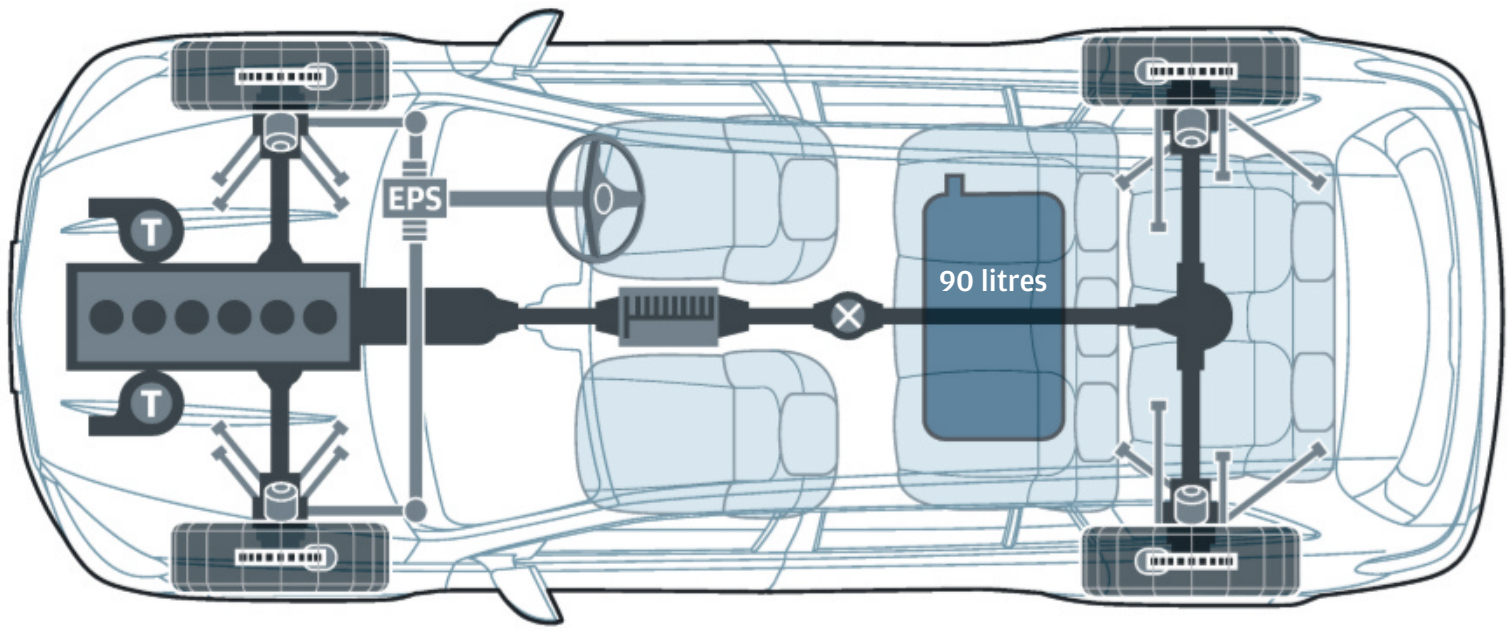
Mercedes no longer provides specific PCP quotes, and instead relies on its own online stock finder to list available plans from dealers around the UK. We found a new GLS 400d on the above terms, available after a £12,973.63 customer deposit.

EQUIPMENT CHECKLIST

AMG bodystyling	■
Keyless-Go comfort package	■
22in AMG alloy wheels	■
Powered tailgate	■
Panoramic sunroof	■
Heated front and second-row seats	■
Leather upholstery	■
Electrically folding seats	■
Five-zone air conditioning	■
Multifunction steering wheel	■
Burmester surround sound system	■
MBUX infotainment system	■
Head-up display	■
Permanent four-wheel drive	■
Android Auto and Apple CarPlay	■
Airmatic air suspension	■
Dynamic Select	■
Active park assist, including 360deg camera	■
Offroad Engineering Package	**£1495**

Options in **bold** fitted to test car

■ = Standard na = not available



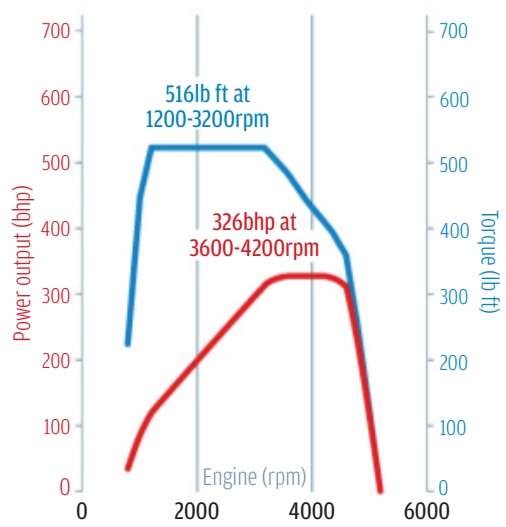
TECHNICAL LAYOUT

A nose-mounted straight-six twin-turbo diesel sits north to south, driving all four wheels via a nine-speed automatic gearbox and rear-biased four-wheel drive. A combination of double wishbones, multiple links and air springs makes up the suspension architecture. A low-range transmission is optionally added here, as is the ability to lock the Merc's central coupling for improved off-road ability.

ENGINE

Installation	Front, longways, four-wheel drive
Type	6 cyls in line, 2925cc, twin-turbo, diesel
Made of	Aluminium block and head
Bore/stroke	82.0mm/92.3mm
Compression ratio	15.5:1
Valve gear	4 per cyl
Power	326bhp at 3600-4200rpm
Torque	516lb ft at 1200-3200rpm
Redline	4500rpm
Power to weight	135bhp per tonne
Torque to weight	214lb ft per tonne
Specific output	111bhp per litre

POWER & TORQUE



ECONOMY

TEST MPG	**Track**	21.0mpg
	Touring	38.2mpg
	Average	30.0mpg
CLAIMED	**Low**	22.4mpg
	Mid	30.7mpg
	High	36.2mpg
	Extra high	31.0mpg
	Combined	30.7mpg
	Tank size	90 litres
	Test range	594 miles

EMISSIONS & TAX

CO_2 emissions	213g/km (NEDC eq)
Tax at 20/40% pcm	£455/£909

CHASSIS & BODY

Construction	Steel and aluminium monocoque
Weight	2415kg/2634kg
Drag coefficient	0.32
Wheels	9.5Jx22in
Tyres	285/45 R22 YXL 114Y (f), 325/40 R22 Y 114Y (r), Continental Premium Contact 6
Spare	Mobility kit

TRANSMISSION

Type 9-spd automatic

Ratios/mph per 1000rpm

1st 5.35/5.2 **2nd** 3.24/8.6 **3rd** 2.25/12.3 **4th** 1.64/16.9 **5th** 1.21/22.9 **6th** 1.00/27.7 **7th** 0.86/32.2 **8th** 0.72/38.5 **9th** 0.60/46.2

Final drive ratio 3.46:1

SUSPENSION

Front Double wishbones, air springs, anti-roll bar

Rear Multi-link, air springs, anti-roll bar

BRAKES

Front 375mm ventilated discs

Rear 345mm ventilated discs

Anti-lock Standard, with brake assist

Handbrake type Electronic

Handbrake location Switch, right of steering column

STEERING

Type Electromechanical, rack and pinion

Turns lock to lock	2.8
Turning circle	12.5m

SAFETY

ABS, ESC, Adaptive Brake Assist, Crosswind Assist, Active Bonnet, Driving Assistance Package

Euro NCAP crash rating Not tested

CABIN NOISE

Idle 43dB **Max rpm in 4th gear** 70dB **30mph** 54dB **50mph** 60dB **70mph** 62dB

ACCELERATION

MPH	TIME (sec)
0-30	2.4
0-40	3.5
0-50	4.8
0-60	6.5
0-70	8.5
0-80	10.9
0-90	13.9
0-100	17.5
0-110	22.0
0-120	28.5
0-130	–
0-140	–
0-150	–
0-160	–

ACCELERATION IN GEAR

mph	2nd	3rd	4th	5th	6th	7th	8th	9th
20-40	2.1	2.5	3.6	–	–	–	–	–
30-50	–	2.5	3.2	4.6	–	–	–	–
40-60	–	–	3.5	4.4	5.4	6.5	9.3	–
50-70	–	–	3.7	4.6	5.6	6.5	8.5	10.7
60-80	–	–	–	4.7	5.7	6.7	8.9	11.2
70-90	–	–	–	5.0	6.1	7.1	9.3	12.6
80-100	–	–	–	6.3	6.5	7.9	10.0	13.5
90-110	–	–	–	–	7.6	–	–	–
100-120	–	–	–	–	–	–	–	–
120-140	–	–	–	–	–	–	–	–
140-160	–	–	–	–	–	–	–	–
160-180	–	–	–	–	–	–	–	–
180-200	–	–	–	–	–	–	–	–

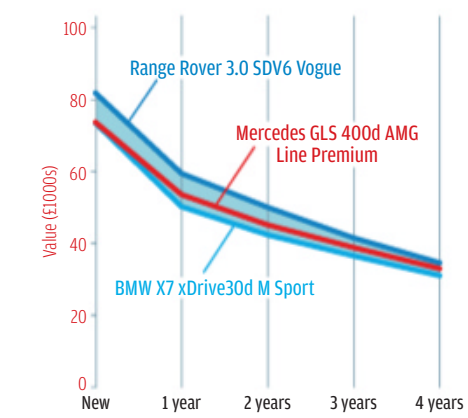
MAX SPEEDS IN GEAR

1	**23mph** 4500rpm
2	**38mph** 4500rpm
3	**55mph** 4500rpm
4	**76mph** 4500rpm
5	**103mph** 4500rpm
6	**125mph** 4500rpm
7	**145mph** 4500rpm
8	**148mph** 3846rpm
9	**148mph*** 3205rpm

* claimed

RPM in 9th at 70/80mph = 1516/2079

RESIDUALS



● All three SUVs perform well here, but the Mercedes manages to narrowly outshine the Range Rover and BMW.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2020, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the GLS 400d, contact Mercedes-Benz Cars UK Ltd, Delaware Drive, Tongwell, Milton Keynes, Buckinghamshire, MK15 8BA (00800 1777 7777, mercedes-benz.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5460

Read all of our road tests autocar.co.uk

VERDICT ★★★½☆

It has much to commend it but not enough to be an S-Class of SUVs

In this almost shamelessly aggrandised class, recreating the superiority of the S-Class was always going to pose an interesting challenge. Just as hot hatch virtues rarely translate into their higher-riding crossover counterparts, the greatest attribute Mercedes' famous limousine possesses – its sublime ride quality – appears to have been lost during the journey upwards. That the latest GLS has not received an interior to truly dazzle its occupants seals its fate as an outwardly impressive but ultimately unremarkable addition to the Mercedes line-up.

None of which is to say that this car won't enrich the lives of owners. Its straight-six diesel powertrain is superb and the cabin is comfortable and spacious enough for the longest of journeys, where the car's enviable aural refinement comes to the fore. The high driving position will also give GLS drivers exactly what they're looking for.

In this sense, and considering its passable off-road ability, the GLS has surely done enough to cement sales success. Just don't expect rivals to lose much sleep, as they most certainly do with the S-Class.

Testers' notes

MATT SAUNDERS
The GLS would be a very odd flagship SUV for Mercedes, but the fact is that it isn't anything of the kind any more. It has been so plainly usurped by the latest G-Class, which has all the sense of identity and authenticity that the GLS lacks.

SIMON DAVIS
Although I was largely impressed by the Merc's engine, its stop/start system could be smarter. It'd cough back into life a bit too vigorously and could at times prematurely cut the engine when rolling to a stop.

Spec advice

Go for the mid-level Premium Plus specification, which gets you smartphone mirroring, intelligent LED headlights and surround-view cameras. Add the Offroad Engineering Package (£1495) if you're likely to do much of it.

Jobs for the facelift

- E-Active Body Control needs to be on UK option lists if ride quality is to even approach that of the S-Class.
- Find a way to simplify the steering wheel controls. The current iteration look inelegant and are more fiddly to use than they need to be.

ROAD TEST RIVALS

Verdicts on every new car, p82

RANGE ROVER SDV6 VOGUE
Full-fat Range Rover is still the best posh SUV for GLS money. Doesn't have seven seats, but does have rolling refinement, class and badge appeal to burn.
★★★★½

BMW X7 xDRIVE30D M SPORT
X7's looks are an acquired taste, but BMW's flagship SUV nonetheless drives well and is commendably spacious inside. A bona fide seven-seater.
★★★★☆

AUDI Q7 50 TDI S LINE QUATTRO
Newly facelifted Q7 majors on tech appeal and ride quality but remains a fairly remote steer. Still good value in this company.
★★★★☆

MERCEDES-BENZ GLS 400D AMG LINE PREMIUM 4MATIC
Diesel powertrain is impressively muscular and refined but could ride better. Interior is spacious but lacks some wow factor.
★★★½☆

LAND ROVER DISCOVERY SD6 HSE LUXURY
Massive off-road capability and impressively talented across the wider board, too. It lacks some premium polish in this company.
★★★½☆

	1	2	3	4	5
Price	£83,655	£74,815	£62,500	£75,040	£70,760
Power, torque	271bhp, 461lb ft	261bhp, 457lb ft	281bhp, 443lb ft	326bhp, 516lb ft	302bhp, 516lb ft
0-62mph, top speed	7.9sec, 130mph	7.0sec, 141mph	6.5sec, 150mph	6.3sec, 148mph	7.5sec, 130mph
CO_2, economy	199g/km, 36.7-37.2mpg	171g/km, 32.8-33.6mpg	180g/km, 33.2mpg	213g/km, 30.7mpg	198g/km, 28.3-31.5mpg

More amazing Road Tours in 2020

Corsican Adventure

10-15 May 2020.
£2600 per car (2 people).

The event is a 2000 mile, 6-day road tour that travels to Chalons-en-Champagne, Mont Ventoux, Corsica, including crossing the island west to east and south to north along purely mountain roads, the Col de Turini, the Col du Galibier and Challes-les-Eaux. All cars are welcome.

Alpine Adventure

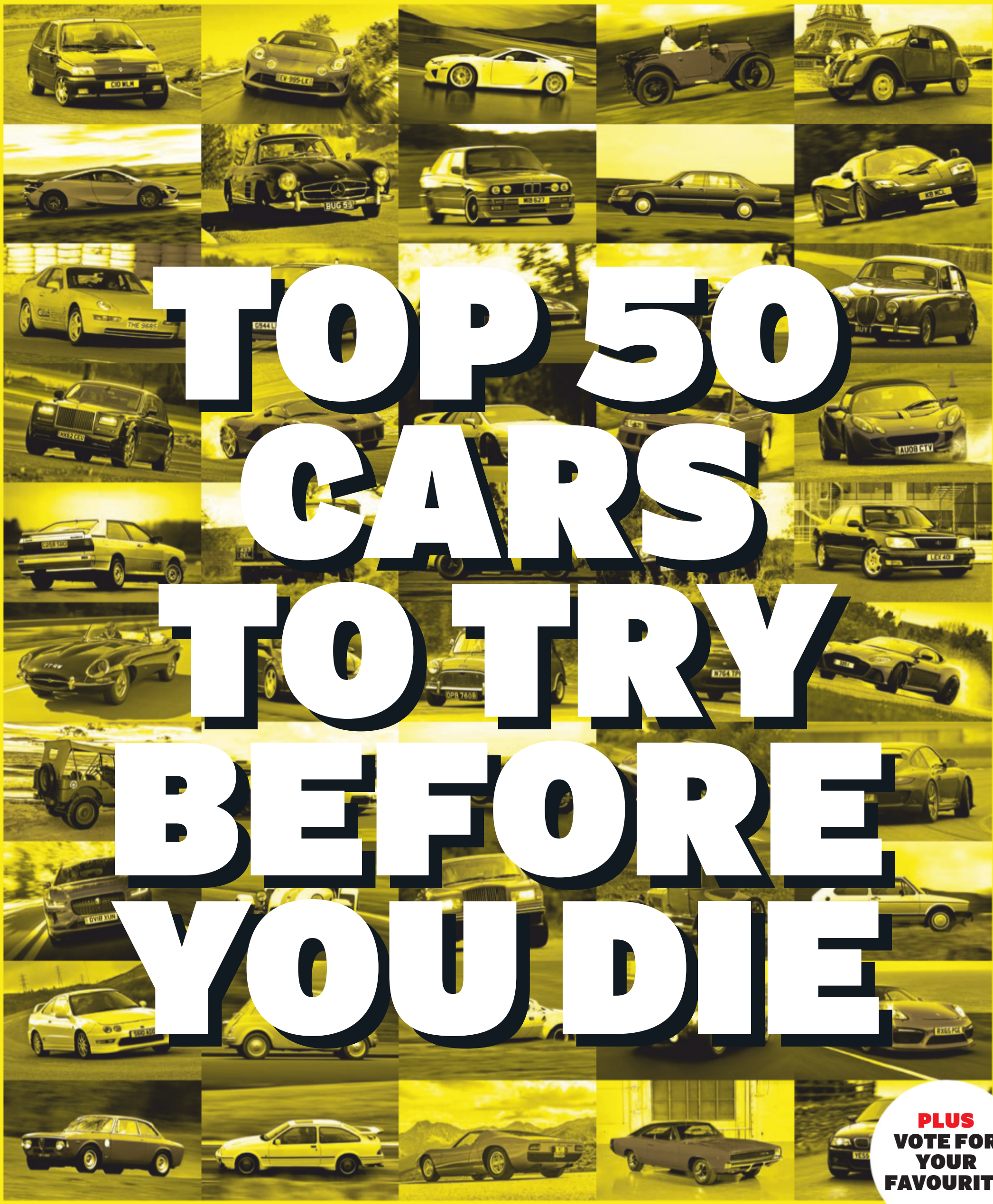
2-7 July 2020.
£2900 per car (2 people).

The event is a 2000 mile, 6-day road tour that travels to Lake Lucerne, the San Bernardino Pass, the Umbrail Pass, the Stelvio Pass, the Bormio Pass, Innsbruck, the Grossglockner Pass, Villach, the Austrian F1 GP at the Red Bull Ring, Salzburg and the Nürburgring. All cars are welcome.

Pyrenees Adventure

18-22 September 2020.
£2300 per car (2 people).

The event is a 2000 mile, 5-day road tour that travels to Bordeaux, Lourdes, the three highest passes in the Pyrenees including the Col du Tourmalet, Port d'Envalira and Port de Pailheres, Ax-les-Thermes, Andorra la Vella, Ripoli, the Millau Viaduct, the Massif Central and Vichy. All cars are welcome.



TOP 50 CARS TO TRY BEFORE YOU DIE

PLUS VOTE FOR YOUR FAVOURITE

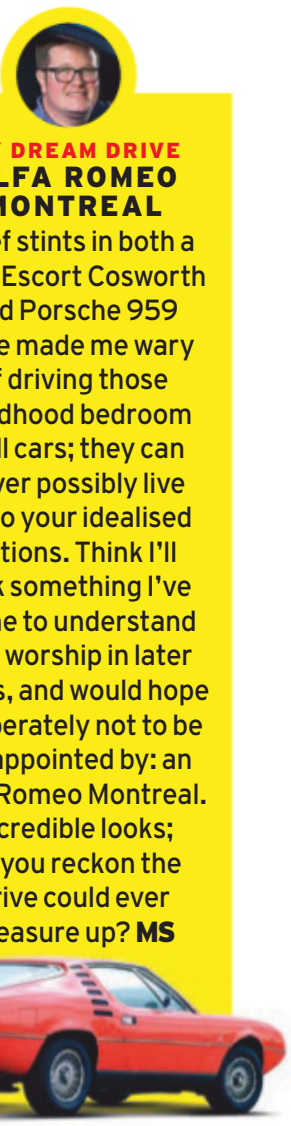
Andrew Frankel picks 50 legendary cars, from the humble to the exotic, he thinks you simply must drive at least once. Let the countdown begin...

BMW M3 (E46)
Not quite the best M car perhaps, but almost certainly the best M car bargain out there. The last such car to be powered by a normally aspirated straight-six motor, many might argue the sound of the 3.2-litre engine was grounds enough to make it onto this list, but it also came with one of the best balanced chassis in the business.

Ford Model T
Here not because it's fast or brilliant to drive (in fact, it's a nightmare), but because it's almost certainly the most important car ever produced, bringing motoring to the masses like none before it, changing the way the world thought about cars.

Bentley Turbo R
Technically not exactly brilliant, but what does that matter in a car as charming and characterful as this? Once described as 'a tidal wave on wheels', the Turbo R gave self-respect back to Bentley and set it on course for its high-flying position today.

Renault Clio Williams
Not the fastest of hot hatches, even in its day, but even now still one of the most entertaining ways of getting from one place to the next within the format. Light, poised and superbly communicative, it's probably the best hot hatch from probably the world's greatest creator of hot hatches.



MY DREAM DRIVE
ALFA ROMEO MONTREAL
Brief stints in both a Ford Escort Cosworth and Porsche 959 have made me wary of driving those childhood bedroom wall cars; they can never possibly live up to your idealised notions. Think I'll pick something I've come to understand and worship in later years, and would hope desperately not to be disappointed by: an Alfa Romeo Montreal. Incredible looks; do you reckon the drive could ever measure up? **MS**

Audi Quattro
To those who weren't around at the time, it's hard to explain the impact of this car – not least because it came from Audi, a company with no track record of producing seminal driving machines. But it was: permanent four-wheel drive and a 200bhp five-pot motor provided one of the most memorable driving experiences of the 1980s.

FIVE CARS TO STEER CLEAR OF

1989 Ferrari 348 TB
One of the prettiest but, beneath the skin, least lovely of all Ferraris. Transverse gearbox was awkward but it was the handling balance that really spoiled it. Facelifted into F355, which showed how good it could and should have been.

1980 Renault 5 Turbo 2
The mid-engined Renault 5 is a legend, largely down to its insane appearance. But it was a disappointment to drive: it wasn't very fast, the pushrod 1.4-litre motor was a lag-prone nail and if the back went on a wet surface it would stay gone.

1992 Ford Escort Cosworth
Treading on hallowed ground here but the truth is it was not a patch on the brilliant Sierra it replaced. The Sierra was beautifully balanced, the Escort just gripped. And understeered. I've rarely felt more let down by a new car.

1982 Lamborghini Countach LP500S
I understand from someone who knows that later 48-valve cars were brilliant, but the LP500S I drove was cramped, uncomfortable and not even that quick. The bark was great, the bite was missing.

1993 Porsche 911 Turbo 3.6 (964 generation)
Has there ever been a bad 911? You bet: this one was a monster. Extreme understeer followed by terminal oversteer and an unresponsive engine off boost. A novelty that wore off very soon.

45

Alfa Romeo GTA
Only 500 were built as pure homologation specials, with jewel-like twin-plug, twin-cam 1.6-litre engines, alloy bodies and a dry mass of less than 750kg. Utterly dominant in racing, but simply exquisite in 'Stradale' road trim, this is the best Alfa Romeo of the post-war generation.

44

Ford Focus RS (Mk 1)
The original Focus RS was an astonishingly well-judged synthesis of necessary practicality, strong power and simply epic handling. As rapid across country as any number of purpose-built supercars and, if you can find a good one, perhaps the best-value fast Ford you can buy today.

43

Jaguar MkII
People associate these with Inspector Morse bumbling around Oxford, but they deserve so much more. The 3.8-litre version offered exceptional power and poise for 60 years ago, one reason they were the weapon au choix of everyone from saloon car racers to getaway drivers.

42

Willys MB
Better known as the Jeep, it famously won the war alongside the Dakota and the landing craft, at least from Eisenhower's perhaps somewhat partial perspective. Even so, if you ever wondered how your SUV got that way, it all started here with a name whose origins are argued about to this day. Slow, uncomfortable, indestructible.

41

Lexus LS400
We couldn't believe it. A Toyota that rode (much) better than a Rolls-Royce, with an engine so quiet at idle you needed to look at the rev counter to know it was turning. The most remarkable luxury car of its era and still, in a way, the standout Lexus.

40

Honda Integra Type R
It is incredible to see the cult following this little coupé has earned itself. But this was Honda at the height of its engineering powers and the Integra was the greatest expression of its talent for producing brilliant driver's cars. Some even say it's the best front-drive machine of them all.

39

Austin 7
Our answer to the Ford Model T, the car that more than any put Britain on the road. Simple but beautifully realised, slow but still fun to drive, look at one today and see how hard it is not to smile. Drive one and your grin will stretch from ear to ear.

38

Jaguar I-Pace

Not just included here for what it is, which is a damn fine electric car but for what it represents: Jaguar doing things its way. For too long, Jaguar has followed the lead of (mainly German) others. Yet it was always at its best setting the trend, not following it, and you only have to look at the XK120, E-Type and original XJ6 to know it. The I-Pace is a return to that mindset. Long may it last.

35

Mitsubishi Evo VI Tommi Mäkinen

It's a shame cars like this are no longer fashionable – few made their driver feel more of a hero. Immense power just set the scene: it was the balance and agility that made you feel like a WRC winner. Any Evo is good, but this was the best.

34

Porsche 968 Clubsport

In pure handling terms, probably still the best balanced Porsche. The lightweight Clubbie came from a time when Porsche actually charged less and not more for removing equipment, making this 968 not just a superlative driving machine but a surprisingly affordable one too.

37

Land Rover Series 1

No, it's not the first SUV but it is undoubtedly the most influential. How funny for a car designed with straight edges and built from scrap aluminium left over from the war because it was intended as a stopgap and that was the cheapest way of making them.

36

Porsche Cayman GT4

Either generation will do, but in this case we mean the first. Much of the power deficit to the vaunted GT3 was offset by better weight distribution and lower overall mass. An outstanding driver's car for a fraction of the price of the 911 equivalent.

MY DREAM DRIVE

AUSTIN-HEALEY 100

This crude but beautiful sports car narrowly wins my private contest over the Jaguar XK120, another emblem of post-war British optimism and engineering prowess. I find this car's styling downright remarkable, given the simplistic way cars were created back then, and its driving position, magnificent long nose and meaty Austin four also made it very special on road and track. **SC**

FIVE CARS THAT JUST MISSED THE CUT

1978 Aston Martin V8 Vantage Oscar India

When I think of what I want an Aston Martin to be, this pretty much is it. A near-400bhp earth-shaking V8 installed in the nose of a gorgeous car, supplying just a little too much power to the rear wheels through a manual gearbox.

2014 BMW i8

A car whose only crime was to be years ahead of its time. In years to come, we'll look back and goggle at the fact this carbon-tubbed, three-cylinder plug-in hybrid with such gorgeous looks failed at the box office. One for the collectors, for sure.

1954 Citroën DS

Instinctively I think it should be in the list for its looks and groundbreaking technology; I just couldn't think what I'd rather lose to make space for it. If the driving experience came close to meeting the promise of its appearance, it would have made it.

1988 Lancia Integrale

By contrast I have no qualms about omitting the Integrale. It's a fine car, quite fun and got ever better in successive generations, but I never quite understood what all the fuss was about. A good car certainly – really good, in fact – but not a great.

2013 Ford Fiesta ST

The spiritual successor to the Peugeot 205 GTI, a car that first makes sure it has enough of what you need, then dedicates all its efforts to the provision of the purest fun. Worked then, works now. Inspired. All applies equally to its 2018 successor.

33

Mercedes-Benz S-Class (W140)

The S-Class of S-Classes, the most massively constructed, locked-in-vault Benz of them all, dating from a time when Mercedes wilfully over-engineered its cars, just because it could. The S500 with its punchy V8 was the best, and was an implausibly effective driving machine too.

32

Mazda MX-5

Thirty years. That's how long it's been since Mazda launched its gorgeous little roadster on the road and that's how long we've spent waiting for someone, anyone, to manage to better it. Some have tried, all have failed. Drive it and you'll see why.

31

Lotus Esprit Sport 300

The Elise is a far more important car, but this is the best Lotus road car I've driven, with real power from its old 2.2-litre engine making the most of the best chassis then in the business. Perhaps the most lucid and vice-less mid-engined supercar that has been created.

28

Aston Martin DBS Superleggera

All that a modern Aston Martin should be: gorgeous, stupendously fast, superb to drive and with just a hint of cad about it. A modern-day DB5, and praise comes little higher than that.

30

Dodge Charger 440R/T

There's a good reason they chose this for The Dukes of Hazzard TV show in the 1980s, for it symbolises all that was good about America's greatest muscle car era. The 1968 spec cars look best, and the enormous 440-cubic-inch motor is a legend in its own right.

29

Bentley 4½ Litre

The epitome of the vintage Bentley, all bonnet straps, Union flags and a cockpit that looks like that of a WW1 biplane. Difficult to drive owing to reversed pedals and a non-syncro 'box, but get it right and there are still few more pleasurable driving experiences out there today.

27

Lotus Elise

The car that saved the company. By going back to its roots and building something advanced but simple, fast but affordable, Lotus found its sweet spot and has been cashing in on it ever since. A landmark in the history of one of the most important and enigmatic brands.

26

McLaren 720S

Could have had any number of McLarens here, but the 720S is what it does best: a quiet, comfortable and spacious long-distance cruiser – then an axe-wielding maniac at the press of a pedal. Wonderful en route to the mountains, insane when you arrive. The most broadly defined supercar.

Mercedes-Benz 300SL
It's not just about the doors, though those gullwings are quite some calling card. What it is, in fact, is the first car with a credible claim to the title 'supercar' and one whose combination of performance and civility in 1954 made everything else on the road seem instantly obsolete.

Citroën 2CV 'AZ'
An AZ is an early car from the 1950s, with a ripple bonnet and a 425cc engine, close to the inspired original and pre-war vision for the car. One of the slowest cars on the road owing to just 12bhp, but one of the most charming too. Being unhappy and on board at the same time is not possible.

Ariel Atom
Any will do, though the later the better. The slowest will stir your soul, the quicker will fry your brain. The most intense driving experience a five-figure sum will buy. Our choice: the 3.5R with its sorted handling and maniac supercharged engine.

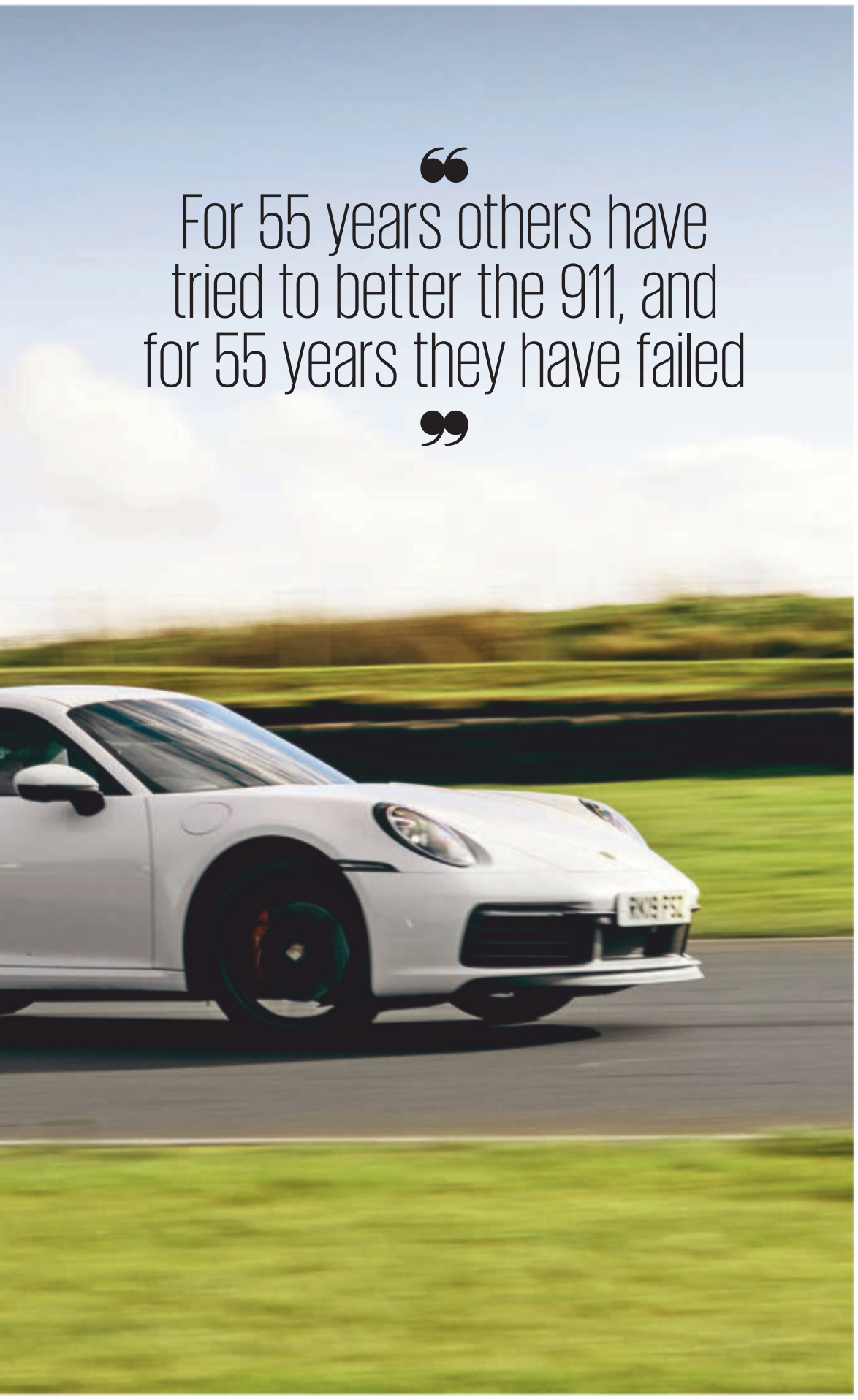
AC Cobra
Originals have strange steering and primitive chassis, even for their age, and far too much power for their own good. Occasionally frustrating and frequently frightening, but these Anglo-American icons are also always heart-stoppingly exciting.

Porsche 911 (992)
Someone considerably richer than me once said your motoring education was incomplete until you'd driven a 911 hard. But he was right, and it's the same today. For 55 years others have tried to better it and for 55 years they have failed. Now as then it is the default choice for anyone looking to drive a true sports car every day.

MY DREAM DRIVE
FERRARI 250 GT SWB
Sometimes it's a Lamborghini Miura or Countach, sometimes a Bizzarrini. But when I'm in the hills above Nice, likely driving another compact crossover, and I ask myself what I'd rather be driving instead, more often than not the answer's a Ferrari 250 GT SWB. **MP**

Original Range Rover
Not the first luxury SUV (Jeep Grand Wagoneer, take a bow) but the genre-defining best. Look at all those new SUVs from Bentley, Lamborghini, Rolls-Royce, Maserati and, shortly, both Aston Martin and Ferrari. Their journeys all started here.

Ford Sierra Cosworth
A rear-drive Sapphire Cosworth is actually a fraction nicer to drive but loses the cartoonish presence of the big-winged Sierra hatch. A racing car for the road in the truest sense, and as good to drive as such billing suggests.



> For 55 years others have tried to better the 911, and for 55 years they have failed

BMW M3 (E30)
If a Martian fell to earth and asked the meaning of the phrase 'it ain't what you do, it's the way that you do it', you could do no better than strap him, her or it into an original M3 to explain. Superb motor, perfect balance, sublime experience.

Fiat 500
Everyone raves about the Mini and rightly so. But Dante Giacosa's Nuova Cinquecento also sat four, was far more manoeuvrable around town and was already on sale when the Mini was launched. More fun than you could possibly imagine from just 18bhp.

Lexus LFA
It was late in appearing and fiendishly expensive, but my goodness it was fun while it lasted. An incredible chassis powered by a V10 engine that still has a good claim to being the best used in a road car. Such a shame, then, that it never spawned the successor it so deserved.

Aston Martin DB4 GT
A posher homologation special than the Sierra and the last Aston road car built specifically with racing in mind. With the James Bond looks came monster power, little weight and cornering to remind you what your side windows are for.

Lancia Stratos
You'd probably hate the Stratos the first time you try it. Other cars just don't drive like this. Sat on a vanishingly small wheelbase and designed to change direction in an instant, it is an acquired taste. But once you have it, it never leaves you.

Caterham Seven
As viscerally thrilling as an Ariel Atom? Perhaps not quite, but close, and it comes with a hood and even a heater if you want, so it can be used all year round. And no car is any fun parked in the garage.

12

Rolls-Royce Phantom
Having seen the complete Horlicks it made of Rover, many of us worried what BMW might do with Rolls-Royce. The answer was to create the finest luxury carriage of its era and a car as worthy of the name as any other.

11

Volkswagen Golf GTI (Mk1)
Not the first hot hatch, but the car that perfected the art and set the template for others to follow. Simple, strong, fast and fun, it seems staggering that no one had thought of it before. An absolute icon of pragmatic car design.

9

Alpine A110
For once a sequel that improves on the original and, in the meantime, changes the way a complacent world thinks about sports car design. One of very few true icons of our age and one of the finest driver's cars yet conceived.

10

Lamborghini Miura
I know, Miuras are meant to be rubbish to drive. But there's not a petrolhead who's seen the film who has not dreamed of slipping down into that unimprovable shape and making like the man in the opening credits of The Italian Job. Just without the bulldozer bit.

MY DREAM DRIVE
JENSEN FF INTERCEPTOR
I've never driven an Interceptor but have always loved its looks. The FF combines four-wheel drive and anti-lock brakes and I'd love to know how sophisticated these systems feel and find out how advanced they were at the time. I'd love to drive my 94-year-old mum to a pub in one. It's her favourite car of all time, yet like me she's never been in one. **CG**

> "There's not a petrolhead who has not dreamed of making like the man in The Italian Job"

THE BEST FROM THE MAKERS WHO MISSED OUT

2011 Morgan 3 Wheeler
A genius bit of marketing and a cracking good car too. Slower and more affordable than any other Morgan but far more fun, which is what matters. Not for long distances but there's no better 'pub car' in production today.

1990 Vauxhall Lotus Carlton
When there are hatchbacks today with more power, it's hard to remember what the 377bhp Carlton felt like 30 years ago. It felt absolutely nuts. In a straight line it blew away the E34 BMW M5 but lacked the handling balance.

2011 Toyota GT86
Still one of the world's best-handling cars, despite the paucity of power from its little flat-four Subaru motor. The fact that it is set up to slide and fitted with tyres designed not to grip tells you all you need to know.

1991 TVR Griffith
Griffs feel old today, but with all the stuff poorly fitted at the factory long since fallen off. Properly sorted, they feel solid and the looks, noise and power create a unique charm. Best is the rare 4.3-litre pre-catalyst car.

1982 Rover Vitesse
With Ferrari Daytona-inspired looks, engineering by Spen King and a Car of the Year award to its name, the SD1 was a good start. But it was the 190bhp Vitesse that we remember today. The fastest, funniest big hatch of its age.

Mini (original)
Became both a fashion accessory and a Monte Carlo rally winner, a film star and a runabout for millions. Simple, spacious, affordable and fun, it was also the first to perfect front-wheel drive. Few cars of any size have been more important.

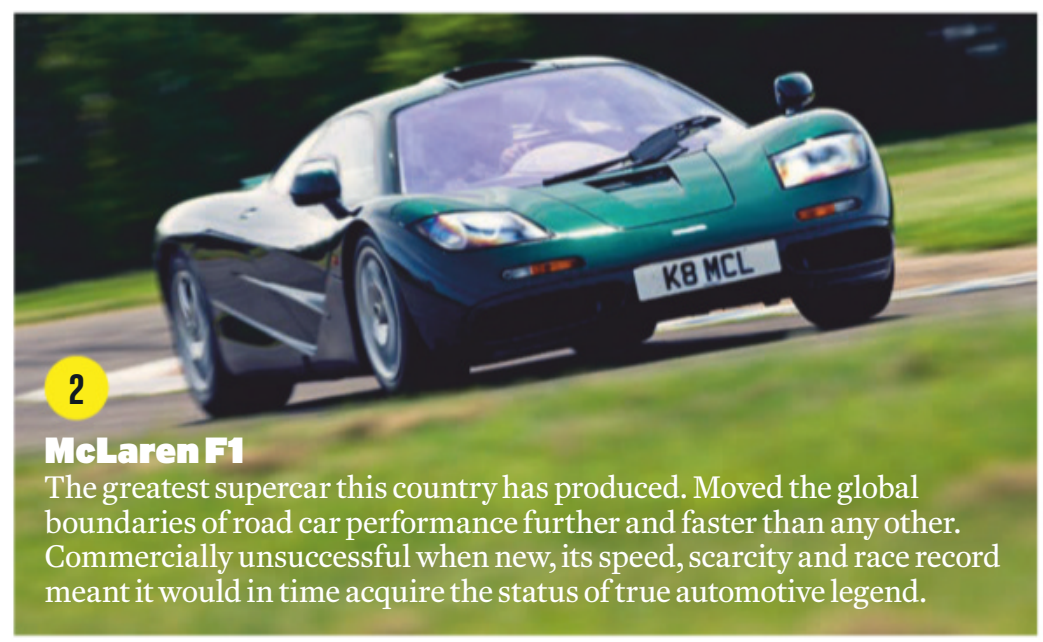
Peugeot 205 GTI
Enough people have done enough tests over the years for it surely now to be unarguable that the 205 GTI is the defining hot hatch not just of its era but of any era. A dizzying blend of performance, practicality and outrageous handling, wrapped up in landmark styling for an affordable price. And there's not much better than that.

Ferrari LaFerrari
I'd rather drive a P1 around a track and I'd rather use a 918 Spyder every day but, as a thing just to get in and drive, the LaFerrari was and remains the most engaging and accessible of all the hypercars.

Lotus Elan (original)
At least within the confines of the road car design, there is no greater expression of Colin Chapman's genius than his original Elan. Beautiful, tiny, ultra-light and fast, it was handling from which lessons can still be learned today that set it apart.

Porsche 911 GT3 RS (997 Gen 2)
The best version of the best sports car. This is a car you can use, with performance whose full range can be enjoyed, with exceptional handling and also a fine ride. As exciting as you'd want or need a road car to be.

Jaguar E-Type
A design landmark: one became a permanent resident of the New York Museum of Modern Art, alongside the works of Picasso, Monet, Cézanne and Degas. And it delivered on those looks. At least as fast as an Aston DB4, and less than half the price.



McLaren F1
The greatest supercar this country has produced. Moved the global boundaries of road car performance further and faster than any other. Commercially unsuccessful when new, its speed, scarcity and race record meant it would in time acquire the status of true automotive legend.

OLGUN KORDAL

> “The Ferrari F40 is about the sense of occasion, the totally immersive driving experience”

1

Ferrari F40

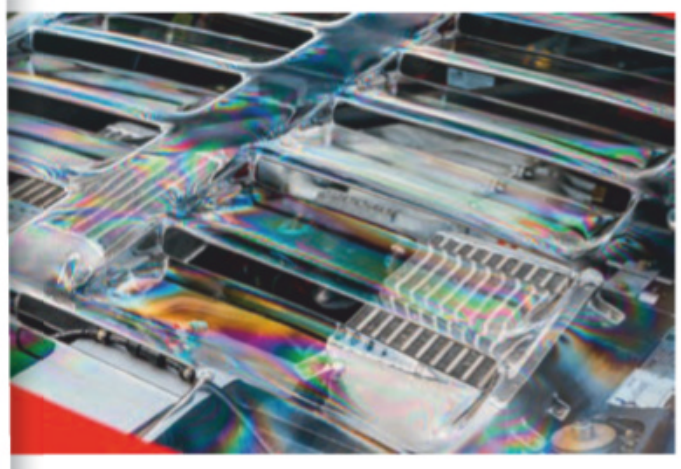
There have been times – rare ones, I concede – where briefly the Ferrari F40 is superseded in my mind as the greatest road car I've driven. It happened a few years back with the LaFerrari, and many years before with the McLaren F1. But once time is allowed for true perspective, there it always is. The F40. Enzo's last car.

Ferrari's thoughts on the car were much like the man: ribald and forthright. “This car is so fast,” he was reported as saying, “you'll shit yourself.” And in 1987 perhaps that was a risk. But we acclimatise: you don't expect any longer to run screaming from the room when Psycho comes on the telly, or vomit in your lap when The Exorcist is being shown, as did people originally, so I'm expecting the upholstery of Paul Winkelmann's F40 to remain out of harm's way. But that's not why I've borrowed it from Bob Houghton's Cotswolds Ferrari emporium. I don't really care how fast it is, I just want to see, hear and, above all, feel it working one last time.

Paul's is the perfect F40 – because it is far from perfect. It's a totally original car, well used and fitted with neither catalytic converters nor adjustable suspension, which BH Ferrari's F40 guru Russell Smith tells me is the most desirable spec to have. Bodily there is the odd blemish. Mechanically, it is bang on, completely standard but maintained in the peak of physical fitness. And as ever with these guys, there are no rules: here are the keys, bring it back when you're done.

Damn, it's exciting, and that's just walking up to it. It looks mean. The door opens to reveal an interior shorn of all frills. You sit in a race seat, feet in a carbonfibre tunnel on carpetless footwells. The door pull is a cable, the dials simple white on black clocks. The dash is covered in a felt material to minimise windscreen reflections. And save some primitive ventilation controls, that's all you have. And all you need.

Twist the key and press the little rubber button. Mayhem breaks out behind you. Anyone who says a turbo engine can't sound good has →



Beating heart twin-turbo V8 is too special to hide

never listened to one of these. It's growling and gurgling, spitting and popping, and that's just at idle. If its looks don't intimidate you, the noise will.

The F40 is wide, left-hand drive and has rubbish visibility. Driving it in town is horrible. But you need to go slowly to warm the engine and gearbox oil before letting it off the leash. The iconic steel spindle slots with increasingly satisfying precision around that exposed five-speed, dog-leg gate.

At medium speeds the F40 is hilarious. It doesn't shut up, and I don't just mean the whoops and gunfire from the engine, but the constant commentary from the steering, too. It tracks like a kart because it's light, lighter even than a McLaren F1. A LaFerrari is at least 50% heavier than this.

And then all the conditions become right. Second gear is fine because on 335-section Pirellis traction is not an issue. Then wait until 3500rpm before the boost gauge flicks hard right. There's a howl and a shriek, and you have to be quick. This is old-school, low-compression, massive-boost turbocharging: more revs bring more boost brings more revs. The needle accelerates around the dial, the Ferrari thrusts forward with barks from its exhausts and gasps from your lips. Pull straight back into third at 7000rpm and let it happen all over again. And again.

This engine is an animal but if you keep it busy it can be, if not exactly tamed, then at least controlled. Which is when, if conditions are right, you hit the sweet spot. You have to work far harder than in any modern supercar, but that's probably the single biggest reason the F40 tops this list. Many today are quicker, but none is so involving.

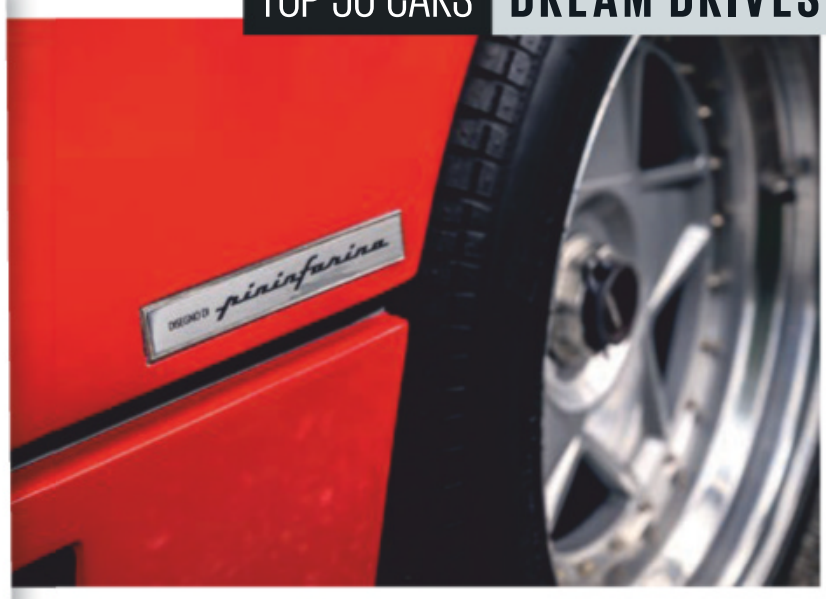
You need to respect this machine, but also to trust it. Unlike other Ferraris made around that time, 288 GTO included, the F40 is remarkably faithful on the limit, so if the boost arrives a trifle suddenly at the exit of a corner, you can be

> "There's a howl and a shriek, and you have to be quick"

VOTE FOR YOUR FAVOURITE

So Andrew Frankel thinks the Ferrari F40 is the ultimate car to try before you die. Now we want to know what you think. You can vote for your favourite from our top 50, and the winner will be named the Readers' Champion at this year's Autocar Awards.
For details and to vote, visit www.autocar.co.uk/awardsvote2020

In his happy place: Frankel soaks up every moment in the no-frills interior. And with a cacophonous, ever-changing soundtrack like this, who needs touchscreen infotainment?



Simplicity in engineering and design is key to F40's alchemy

reassured that, first, the chassis will tell you the moment traction is about to break and, second, the steering will round up any movement at the back without even the need to lift.

Does that explain why it's number one? No? Okay, then try this. It's number one because of all the thousands of cars I've driven doing this job, it's the one I think of most. It's the one I most miss being in, the one I most don't want to get out of. Speed and grip? They're incidentals. It's about the sense of occasion, the totally immersive driving experience; it's every crackle from the engine, every scrape from the gearshift, every snatched breath and every tick of the bodywork as you sit at journey's end, unable to take in what just happened.

And yes, it is also that this is Enzo's last car. I know he was difficult, know too he cared little for his road cars and even less for those who drove them. But I don't care. The F40 has his defiance, his iconoclasm and, though I never met him, what I imagine to be his spirit, too. It is, to me, still the most exciting road car in the world, if now far from being the fastest. I don't know how you get to drive one before you die, but believe me, it's the one you should covet above all the rest. A

Even at a standstill, the last Ferrari of Enzo Ferrari's lifetime holds you in its spell. Forget numbers: it's still the best

Porsche 911

2002 Carrera 4 Cabriolet, £14,995, 93k miles

The smart money should head towards unpopular Porsches for those playing the long 'appreciation' game. What everyone really wants, of course, is a 911. You could get a mortgage and go all 993 for the purity, but right now a 996, the first water-cooled one, is the most affordable. There are problems to dodge, though, from the well-known IMS shaft issues and more rarely cracked cylinder heads and liners. Any rust usually means that it could have been patched up after a bash. But whether you want a coupé, cabriolet or Turbo, this is the best way to drive your dream 911.

Honda Insight

2001, £7000, 47k miles

If you wanted to drive the future back in 2000, then the Insight delivered in spades. Whereas today's hybrids and electrics are as anonymous as a fridge freezer, this looked sensational. It is a coupé with an aerodynamic design, with flat hubcaps and covers over the rear wheels. Indeed, the Insight is narrower from back to front, but the key to its 83 miles-to-the-gallon economy is what Honda called the 'Integrated Motor Assist' system. Not actually a hybrid, then. Only 257 were registered and probably only a third were genuine Honda UK cars, so good luck finding one.

BMW 5 Series (E39)

1999 M5, £10,995, 120k miles

We do have to go back in time for this one. Virtually any E39 5 Series is worth buying, petrol or diesel, six-cylinder or V8. Ideally, though, an M5 would be the best buy. This era of 5 Series is regarded by the experts as the last truly fixable version – in an old-school garage, anyway. An M5 would require a bit more attention to detail, but it is worth the effort and they remain relatively affordable as well. Needs a ton of history to be a safe buy. Plastic chain tensioner must be replaced and a noisy Vanos sounds like trouble.

10 ESSENTIAL USED CARS

You've seen the cars you need to drive, now let **James Ruppert** be your guide to the models you need to own – all for considerably less than Ferrari F40 money

Mini Cooper S

2005 John Cooper Works, £5490, 90k miles

The obvious buy is one of those rusty classic Minis, or restored million-pound ones. The thing is, the reborn Cooper S from 2002 looks and drives the part. We are at the bottom end of the price curve, so it is also the right time to hop on board before they become really cool. Older ones are now in their neglected phase so things like alternators need replacing, the off-side back box could be rotten and the electric power-steering pump can go on the blink. Pick the Chili Pack if you can, but there was a John Cooper Works in 2006 and earlier conversions are the really collectible ones you always promised yourself.

Volkswagen Golf R

2015 2.0 TSI 3dr Bluemotion, £14,995, 89k miles

Hard to imagine that Volkswagen would ever make something better than a GTI, but the R is a sensational piece of hot hatch kit. It is an R32 but rather more so, with four-wheel drive and a 2.0-litre turbo. Introduced in 2010, you could go for a manual six-speed or a seven-speed DSG. Later models are better, so a Mk7 from 2012 onwards would seem to be the pick. Watch out for fluid leaks. It needs a full history, not least because the four-wheel drive needs attention every 20,000 miles.

Land Rover Defender

2003 90 2.5 TD5 Hard Top, £8000, 90k miles

These are unsophisticated, uncomfortable, metal-edged lorries with very few redeeming features. You either love or loathe them, but it is worth getting one to find out what all the fuss is about. A 90 is a plaything, the 110 family friendly and some would say that the 2.2 Ford TDCI-engined example is the best. From 2012, there were a lot more creature comforts. That's pointless: buy a scabby, dented one, but check for rust to the bulkhead and chassis. Make sure the transfer box works and fluid leaks are minimal. Look at loads of them before you buy and prepare to be charmed into handing over your hard-earned.

Jaguar XJ

2006 4.2 XJ8 Sovereign, £6990, 72k miles

Some of the greatest used car buys of all time have often been Jags. There are loads to choose from, but really an old-shape XJ (the X350 onwards) with the aluminium body still embodied all the grace, pace and reasonable amount of space that are required. If the history is patchy, avoid. The big cars often need new bushes, tyres, brakes and the electronics play up, especially the parking sensors. It's worth looking for rust, especially underneath. Quite simply, scruffy old Jags are just not worth the effort. Remember, the point is not paying much and getting an awful lot.

Toyota Land Cruiser

2007 3.0 D-4D, £9995, 118k miles

'Legendary' gets chucked around far too much these days. You don't buy a Land Cruiser because it is stylish, or bang on-trend, but purely to do a job. The great thing is that it will do that job without ever breaking down or making any sort of fuss. It's farmers rather than Premier League footballers who endorse this product and that's all you need to know. However, they can go wrong – corrosion, worn suspension bushes, split suspension airbags on the LC5 and worn brakes – especially if they have been neglected in any way. Diesel is the obvious choice, the older and simpler LC4 the pick if you want a workhorse rather than an SUV.

Mercedes-Benz saloon

1990 230E saloon, £2995, 96k miles

Peak Mercedes? Arguably that would be W123 to W124 beige taxi era. Without all the modern complexity, just basic Tex vinyl and possibly wind-up windows. Early 1990s SLs and S-Classes are great, but there is a purity about the hard-working saloons and estates. At immense mileages, head gaskets and hydraulic lifters may need attention. The suspension will be tired, so new ball joints and shock absorbers may be needed. The biggest concern could be a fried wiring loom and rust in very old cars is the most expensive issue. Overall, though, these models remain utterly affordable. Nothing else would be cooler.

Mazda MX-5

2013 1.8i Kuro Edition, £7999, 60k miles

This is a used car cliché but a perfectly understandable one. If you want to enjoy the pure roadster life, rather than rough it in a Caterham, this will at least keep you dry and not make you deaf. This really is the ultimate driving machine: low power and high fun. There are 30 years' worth of models to choose from – the most pain free will be the latest you can afford. Broken timing belt tensioners, tired suspension with worn drop links and seized brake calipers mean it is the general wear-and-tear items you have to check out. Mature previous owners are usually very good to them.

DON'T BUY THESE IN YOUR LIFETIME...

BMW 320i 2005-2011

N43 four-cylinder engine, used in various 1 and 3 Series models, has a weak timing chain. It stretches and snaps.

Land Rover Discovery 2 1998 - 2004

A box of complexity that will let you down. Suspension airbags pop, transmission electronics can work part-time.

Mazda RX-8 2003 - 2010

Good to look at, but these are cheap for a reason. Sorting out the engine is just the tip of the rotorberg.

Thinking about going electric for the first time? Buying a used EV is a great way to plug in...

EV anxiety remains, but the switch to electric power is on an increasingly rapid charge. And as **John Evans** finds out, you don't have to pay a premium and buy new

Never mind all the new electric cars arriving this year, could 2020 be the year people start buying used ones? It's an important question since whether people are prepared to buy used electric cars and for how much will help determine how successful the new models will or won't be.

Simply put, it's used EVs that will provide nervous buyers with their first, more affordable experience of an electric car that one day may give them the confidence to purchase a new one. It's used EVs that will determine how much people pay each month for a new model on a PCP. And it's used EVs that, if they sell easily and for a profit, will give dealers the confidence to market and support the new models.

Fortunately, it looks as though EVs may have turned a corner. Consumer interest is increasing as new models with longer ranges arrive, the charging infrastructure expands and city centres begin penalising fossil-fuel cars. Sales of new and used models are growing while, crucially, the residual values of used EVs are, for the most part, stabilising and even rising in one or two cases, albeit from a very low base.

Leading auction house Shoreham Vehicle Auctions believes the market has reached a "tipping point of acceptance". It cites the example of a 2015-reg Nissan Leaf Acenta with 20,000 miles that in 2017 was valued at £8850. Last year, the same model with the same mileage but registered in 2017 was, it says, worth £11,000.

It's not a universal trend, though. CAP, a valuation guide, says the EV sector is a two-speed market with cheaper used EVs such as the Peugeot iOn and Renault Zoe rising in value, while premium models such as the Jaguar I-Pace, Audi E-tron and Tesla Model X are still falling.

"There is a growing market for a used EV bought for use as a second car for city commutes and we expect to see demand increase as clean air zones are rolled out and new models are launched," says Chris Plumb, senior valuations editor at Cap HPI. "On the other hand, the high price of new premium models is yet to translate into higher used prices."

As more EVs come to market, so the traditional laws of supply and demand are asserting themselves. For example, high numbers of two-year-old Volkswagen e-Golfs and Nissan Leafs (especially 30kWh models) are depressing prices. However, Plumb says that's okay.

"A sign that the EV market is maturing is that used EVs are performing under the same market pressures as their petrol and diesel counterparts," he says.

So, if EVs really have turned a corner, perhaps now is the time to consider buying a used one.

Evans seeks expert advice when it comes to buying a used EV

How to buy a used EV

WITH NO OIL to dip, no coolant to check, no other examples to compare it with and most likely a salesman who is as clueless as you are, a used EV can be a terrifying prospect for the uninformed car buyer. So start with the basics.

Generally speaking, first-generation EVs have shorter ranges than the latest models. You can gauge a model's range from its kWh rating, such as the Renault Zoe's 22kWh. It's a measure of the battery's energy storage capacity expressed in kilowatt hours. The larger the number, the greater the car's range but the longer the battery will take to fully recharge.

With some early EVs you have to lease the battery, unless the finance has been settled and it's now included in the car's selling price. Advertisements aren't always clear about whether the price of a used EV includes the battery or whether it must be leased, so be sure to ask at the outset.

The difference in prices between cars with and without a battery can be marked. For example, a 2015-reg Renault Zoe 22kWh i Dynamique Zen with 21,000 miles and its own battery is £12,249 compared with £8700 for a same-age and mileage Dynamique Nav whose battery must be leased.

The typical battery loses around 2% of its charging capacity each year, although this has a lot to do with how it has been treated. For example, a battery doesn't like too much fast charging, and being charged to the maximum or allowed to discharge below 20%. Be wary of an older EV car with a low mileage because examples of battery damage through insufficient charging are not unknown.

Worn brake discs suggest some hard driving

Most EVs have a battery indicator that shows how much charging capacity they have. Most 2011-reg Nissan Leafs have lost one indicator light, equivalent to a 5-8% loss in range. It's harder to tell a Zoe's battery capacity – you'll need a dealer to interrogate the vehicle's software. Ignore scare stories about having to splash out thousands on a replacement battery since it's possible to buy replacement cells for a few hundred pounds that will restore charge capacity.

Only buy a used EV that has a full service history since it will have had all its software updates. The battery may still be warranted, too. Check all the on-board electronics and infotainment services work. Make sure all charging leads are present and correct as replacements are expensive.

An EV derives some of its battery charge from regenerative braking that occurs when you lift off the accelerator. It can be strong enough to make conventional braking unnecessary. Worn brakes on an EV suggest it has been driven quite hard since, under normal use, they should last longer than brakes on a conventional car.

EVs are heavy and can wear out their suspension. For example, suspension arms are a weak spot on early Renault Zoes. On the test drive, check the ride, steering and handling, and listen for thumps and rattles over speed humps. →

SIX OF THE BEST USED EVs

The used EV market is showing signs of growth but, as this was written, one popular sales website was displaying just 2300 of them. At least they suit most pockets thanks to prices ranging from £5195 for a 2011-reg Nissan Leaf to £99,950 for a 2019-reg Tesla Model S. Here are some of the best...

Nissan Leaf (2011-18)

PRICE £5000-£16,500
OFFICIAL RANGE 100-155 miles
OUR PICK Leaf Acenta 30kWh, 2015-reg, 64,000 miles, £9995
Early versions were basic and had a smaller boot but, from 2013, the car gained more range and three trim levels. There's a 22kWh version but we prefer the 30kWh's longer range.
LOOK OUT FOR Reduction in battery charge cells, that the unique infotainment SD card is with the vehicle and that all recalls have been followed up. Brakes should last 50,000 miles.

BMW i3 (from 2013)

PRICE £11,990-£38,975
OFFICIAL RANGE 80-120 miles (battery-electric version)
OUR PICK i3 94Ah, 2016-reg, 29,000 miles, £18,450
The i3 goes further than most EVs by using advanced materials and having a space-age interior with 'suicide' doors at the rear. As standard, all have 19in alloys, climate control, a sat-nav and, crucially, a battery.
LOOK OUT FOR Check if it has the optional fast-charge system. The carbonfibre body can be a devil to repair. Make sure it has a full service history since there have been many software updates.

Volkswagen e-Golf (2014-19)

PRICE £15,995-£31,000
OFFICIAL RANGE 118-186 miles
OUR PICK e-Golf 24.2kWh 115PS, 2016-reg, 30,000 miles, £16,000
The e-Golf not only looks like a conventional Golf but feels very much like one, too. Early versions had a short range and weren't very powerful but in 2017 the model gained a 35.8kWh battery, while power increased from 113bhp to 134bhp.
LOOK OUT FOR These cars are generally tough but check battery health indicator and service history.

Jaguar I-Pace

PRICE £49,999-£78,900
OFFICIAL RANGE 310 miles
OUR PICK I-Pace 90kWh SE, 2018-reg, 12,000 miles, £49,999
Despite having been on sale for less than 18 months, the I-Pace is surprisingly plentiful in the used market. This is partly because a lot of dealer demos are being de-fleeted but also because some are still priced a little too strongly. It's your cue to haggle for a great deal on this superb EV.
LOOK OUT FOR With numbers growing, the I-Pace is quite colour- and specification-sensitive, so choose with care.

Renault Zoe (2013-18)

PRICE £5600- £20,000
OFFICIAL RANGE 130-250 miles
OUR PICK Zoe R240 22kWh i Dynamique Nav, 2015-reg, 21,000 miles, £12,250
Roomy, practical, safe and with a good range, from 2015 Zoes badged 'i' came with a battery as standard and cost more. Leasing a battery costs from £50 a month. Charging times are slower than the Leaf.
LOOK OUT FOR Check the tyre sealant supplied with the car is in date and also for irregular front tyre wear. The front suspension can fail so listen for thumps and rattles. Make sure the model's eight recalls have been acted on.

Tesla Model S

PRICE £30,000-£90,000
OFFICIAL RANGE 248-381 miles
OUR PICK Model S 90D, 2016-reg, 28,000 miles, £49,900
Among older used EVs, the Model S has no rivals, while the brand's Supercharger network is the best. There are cheaper and less powerful versions but we've aimed high with the 90kWh version. Its battery has an official range of 346 miles, while the electric motor produces 417bhp. The 'D' in the name indicates it's four-wheel drive. Look for cars with free power for life.
LOOK OUT FOR Body damage – it can take ages to fix. Check the door handles glide out and brake discs have plenty of life. Make sure all the electrics work.

Your choice – but will dealers give you the detail you need?

Meet the used EV dealer

A SIGN THAT used electric cars are becoming more popular is the arrival of dealers specialising in them. EV Experts, based in Guildford, was founded in 2017 by Martin Miller, a former advertising executive with Ogilvy & Mather where he worked on the Ford account, and later at Nokia where he became familiar with battery technology. A few years ago, he found himself in the market for a used BMW i3 but was shocked by how poorly dealers treated him.

"It was a woeful experience," he tells me when we meet on his forecourt located, ironically, on the site of an old BP filling station. "If you could persuade them to let you try an i3, they weren't interested in accompanying you and they knew very little about the technology. Later on, I visited three Renault dealers who tried to persuade me not to buy a Zoe but to buy a Clio instead!"

Miller had recently been made redundant from Nokia and had some money to invest. He thought he could do better, which is how EV Experts came about.

"I decided that selling used EVs needed a specialist approach so along with my partner Estelle Symonds, who has a legal background, we started EV Experts intending to address those problems we'd encountered when looking for our first EV.

Martin Miller believes in a specialist approach

> "Three dealers tried to persuade me not to buy a Zoe and to buy a Clio instead!"

"We take the time to find out how an EV may or may not slot into a customer's lifestyle. We explain the technology and we help them set up home charging or to work out, if they have no driveway, where else they can charge – perhaps at the gym or the library. We guide them around the apps that can help plan their journeys, too."

Miller sells only cars with a full service history since they're likely to have had all their software updates. Stock comes from auctions (there are increasing numbers of EV-only sales), from other dealers wary of used EVs and as trade-ins.

"This year we've seen more people trading in their old EV that they bought as a second car for a newer one that is now to be their main one," he says.

Miller offers a warranty specifically tailored to EVs. There have been claims but on things such as sensors, cameras and suspension rather than batteries, motors or inverters.

He's looking forward to the rest of 2020. "Sales are rising while the high prices of some EVs aren't putting people off. They've done PCPs and are sick of getting nothing back. Instead, they increasingly see an EV as a long-term proposition they're happy to fund on the mortgage instead. Our only problem is disposing of their diesel trade-ins!" →

How you can try before you buy

"OUR SON-IN-LAW sent us a Tesla wall charger, so we thought we better get a car to plug into it."

As a reason to go green it's not quite on the same level as saving the planet, but I get the impression Lorraine Bailey is just making excuses for her husband John, whose heart is already set on buying their first EV. So set, in fact, that the couple have come in John's Jag all the way from Earley near Reading to the Holiday Inn, outside Sevenoaks, for a presentation on the benefits of running an electric car. Afterwards, there will be a chance to drive a Jaguar I-Pace, Tesla Models S, X and 3, an Audi E-tron, a BMW i3s and a Renault Zoe.

The Baileys have been joined by 50 other folk – a mix of self-employed people keen to know more about the business case for electric cars, private buyers on the edge of purchasing their first and the simply curious.

Among them is Marcus Kuzmiak, from Reading. "I am a data evangelist working in the renewables sector," he tells me, without a trace of a smile. "I've lived car-free for 12 years but with the advent of electric cars I no longer intend to. My Tesla Model 3 arrives in 30 days. The EV culture, our responsibility to the planet... it all appeals to me."

The presentation that he and everyone else has paid £20 each to experience today is being given by EVision Electric Vehicle Hire, an EV leasing and rental business. I'm expecting its green velvet glove to pack a hard-hitting sales punch...

Hugh Edeleanu, chairman of EVision, speaks first. The Cambridge-educated engineer says that climate change is really happening but like the cavalry coming over the hill, help is arriving in the form of new-generation EVs. "This year will be the tipping point," he says. "Models with longer ranges and better technology are coming."

He's quick to point out, though, that most of today's EVs also have perfectly good ranges and are very reliable. A hand shoots up from the audience: "Most?"

Edeleanu says the company doesn't rent Nissan Leafs. "The model's range is not good and it doesn't have proper battery cooling."

Steering the presentation back to a more positive note, he explains the pros and cons of all the various charging options and sets out the benefits of running an EV: cheaper than a fossil-fuelled car to run, safer to drive and kinder to the environment. But also, as of April, no benefit-in-kind charge for employees driving a company EV and only a small charge (1%) from 2021, rising by the same amount thereafter. Currently, the charge is 16%.

I'm taken back to an earlier conversation with one of the delegates. Kevin Stripp and his wife Sadie run a business installing ground source heat pumps. They're interested in EVs because they're a good business fit, but also because they attract serious BIK savings. What's holding them back is buying the wrong car and being left behind by newer models with longer journey ranges. I tune back into the presentation as Edeleanu is tackling this very point.

"EV technology is changing rapidly and the choice of models is growing by the month. The problem is, if you buy an EV, you're stuck with it, so rent or lease instead and buy yourself some time while the market develops and you find out which EV suits you best. A lot of our customers who intend to buy an EV do this."

Sales pitch over, Edeleanu invites questions. Topics include insurance, crash safety, electric fires and lithium ion availability. They're a bit downbeat, though, so after a while Edeleanu calls time and invites everyone outside to drive the cars.

I follow them out. The Audi E-tron is causing a stir. A couple are pulling away in the I-Pace while others are bagging drives of the Teslas. Each car is accompanied by an EVision employee to answer questions and ensure the cars return in one piece.

I zero in on a couple of young delegates already installed in a Model 3. EVision's man talks Lydia through the Tesla's controls. Liam, her husband, tells me he's an electrician with a growing business installing domestic EV chargers. Turning up in an EV rather than his BMW M240i will look good, he says. Lydia steers the 3 out of the hotel car park and into the main road. She's keen to see if it's as quick as Liam's M.

"It is!" she declares, as our heads snap back into the restraints. Both like the car's looks and Lydia is amazed that throughout the drive she hasn't once used the brakes. It's Liam's turn now. Exiting a roundabout at a bit of lick, he reckons the 3 leans less than his BMW.

Back at the hotel, I spy a delegate about to leave in a Model X. Phil Jackson is a consultant in environmental and sustainable buildings. He drives a 12-year-old BMW 320d.

"With the changes to BIK, I'll be moving into an EV from April," he says. "It will suit my business, too. This Tesla's too expensive for me, though. Instead, I plan to get an i3."

I assume everyone is new to EVs but as David Bradford settles behind the wheel of the I-Pace, he reveals he was the country's first licensed EV taxi driver.

"It was 2014," he says. "I couldn't wait to pick up my Model S and by the time I'd finished with it, it had done 200,000 miles. Perfectly reliable it was, too. On a single charge from Maidstone I could do two Heathrow returns and a single to Gatwick. I'm looking to make that a return."

He likes the Jaguar's higher driving position and thinks it's quieter, too.

"I love driving an EV in London. After all, when you're not moving, you're not using."

As a hard-sitting sales punch in a green, velvet glove, it's not half bad.

After the chat, it's time to go for a test drive

Evans above: our man gives his view

Liam and Lydia are all smiles in the Tesla 3

"I've been an environmentalist since the 1960s. My son drives a BMW i3 but I'm tempted to go for a Tesla Model S."
Gill Taylor, property developer, Brighton

"I drive a Volvo XC60 and it's time I made the switch to an EV. I'll probably go for a BMW i3."
Neil Witten, business advisor, Brighton

"An EV's range and the availability of chargers worry me so I plan to buy a Renault Zoe for local journeys and keep my old Subaru for towing my vintage caravan."
Joanne Parker, marketing consultant, Maidstone

HOW TO TEST DRIVE AN EV

EVision isn't the only company offering EV taster experiences and short-term hire. There are others, including:

DRIVEELECTRIC
A member of the government's Go Ultra Low scheme designed to encourage EV take-up and sustainability. Its Flexi-Lease service allows customers to trial a range of electric cars before making a longer-term commitment.

ELECTRIC VEHICLE EXPERIENCE CENTRE
Based in Milton Keynes, this is the UK's first 'brand neutral' EV centre where visitors can test drive a wide range of models and learn more about the technology.

TRY EV
Runs home and workplace test drives and demonstrations of most types of EV. Its EVangelists tell you all you need to know and can refer you to selected dealers if you decide an EV is for you.

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P2I ACB	Y3I ARL	R29 CAF	DEZ I5I0	R24 ELY	N2I GAP	R555 HEW	L29 JLR	N29 JUN	N3I LAT	NI2I MAB	J30 MEW	T28 NAR	L2I OLL	PLZ 262	RI23 ROE	R23 SSY	UCZ 656
P23 ACC	PI2I ARM	PIII CAG	DFZ 747	P28 ELY	W70 GAS	HGZ 828	P24 JLS	P23 JUS	P2I LAY	R27 MAE	M27 MFC	P25 NAY	M24 OLL	N23 PMB	PI4 ROL	A9 STD	UDZ 747
M27 ACH	L2I ARR	LI2I CAH	M2I DGS	R25 EMB	Y300 GAV	HJZ I22	PI23 JLW	R29 JYM	MI2I LAY	P23 MAH	MHZ 656	L28 NAY	L25 OLY	Y26 PMH	M25 ROL	L2I STS	UFZ 8I8
P27 ACK	EW08 ART	XI4 CAN	DGZ 535	L3I EMC	W9 GDC	P3I HLL	MI2I JME	T6 KAD	M28 LCS	V26 MAJ	PI23 MJF	NCZ 565	R3I ONE	PNZ 474	L34 ROL	P24 STV	UHZ 424
Y555 ACS	L500 ARY	N23 CAP	DHZ 6I6	L23 EMY	N3I GED	A9 HMB	LI2I JMH	N2I KAL	T99 LEC	N3I MAK	M3I MJK	J30 NDA	N3I ONG	M80 POL	R32I ROO	N23 SUL	UJZ 255
N2I ACT	R29 ASA	M3I CCH	GI4 DJA	P2I ENA	RI23 GEF	N24 HOB					Y29 MJL	L24 NDS	ONZ 727	RI2I POL	M2I ROR	T26 SUL	UJZ 525
R25 ADA	S3I ASA	M3I CCK	P300 DJC	P2I ENY	M3I GEL	R70 HOB					NI23 MJP	N23 NDY	L3I OTY	N26 POP	N29 ROW	M23 SUM	UKZ 585
P2I ADB	T88 ASA	M2I CCO	L28 DJF	ENZ 787	P28 GEN	S900 HOB					P32I MJR	NDZ 366	L26 OVE	R23 POR	W9 RPC	N25 SUM	ULZ 969
M2I ADG	P90 ASA	N3I CCO	N32I DJH	HI4 ERL	Y900 GER	L25 HOE					P25 MLS	M24 NED	N2I OWE	R29 POT	P24 RRR	G4I SUN	L3I UNN
N23 AFC	LI0 ASB	R24 CEC	P3I DJL	P26 ERN	GFZ 323	M32I HOL					R32I MLS	N24 NED	LI2I PAB	N27 PRO	J22 RRS	N25 SUS	T29 USA
YI5 AGB	E9 ASJ	RI2I CEL	P32I DJR	R29 ERN	GFZ 343	N29 HOP					N2I MMA	P24 NER	L800 PAD	L2I PUD	P29 RRS	P26 SUT	NI2I USH
M25 AGE	R2I ASP	M29 CER	PI2I DJS	M28 ERS	GHZ 696	P25 HOW					P29 MMM	MI23 NER	PII PAK	X30 PUG	W23 RRY	N800 SUT	P200 UTD
M23 AGS	ASZ 9I9	L32I CES	DJZ 787	ERZ 575	Y333 GJB	R2I HUB					R28 MMS	R26 NET	Y888 PAL	S503 RAC	N27 RSH	Y32I SYD	YI9 VAN
P27 AGS	RI2I ATH	M23 CEY	DKZ 878	N60 ESA	L2I GJM	K900 HUD					N26 MOD	N28 NEV	P3I PAN	N23 RAG	M24 RST	R23 TAB	VBZ 686
M24 AGY	R24 ATS	CFZ 353	M3I DLE	N26 ESH	DI9 GJS	N900 HUG					N23 MOE	M26 NEW	W555 PAR	L27 RAK	P23 RTS	LI7 TAC	VCZ 447
AGZ 585	N3I ATS	CGZ 626	DLZ 929	S444 ESS	L25 GJW	N77 HUW					P77 MOE	LOI0 NGS	M32I PAS	HO04 RAN	P90 RUM	N25 TAF	VDZ 422
P2I AJA	L25 ATT	N200 CHE	P32I DMH	J900 EST	GLZ 585	Y29 JAF					P23 MON	LI2I NJB	JW5I PAT	HO07 RAN	RI2I RUN	P700 TAF	VDZ 822
N836 AJB	R28 ATT	M2I CHH	L27 DMM	M27 ETH	M27 GOR	P25 JAL	R34 JML	L25 KAM	P24 LED	N80 MAM	W28 MOR	P3I NJC	J2 PCW	P26 RAN	M25 SAD	RI2I TAG	RI2I VEE
L28 AJD	R32I AUD	M32I CHL	P2I DMR	P29 ETT	R40 GOS	M32I JAP	K70 JOC	P2I KAN	P26 LEM	Y444 MAP	P3I MOS	P23 NJS	PDZ 939	R29 RAT	NI2I SAF	P23 TAL	P2I VER
P24 AJK	P24 AUG	M3I CHM	W700 DMS	P24 FAB	DO07 GRA	T800 JAP	N27 JOD	R66 KAN	MI2I LEO	N3I MAW	L32I MOS	N28 NJW	T99 PEA	V88 RAV	R28 SAP	N27 TAP	VFZ 424
R29 AKS	M2I AVE	RI2I CHR	R32I DMW	P23 FAT	Y300 GUS	P28 JAT	N27 JOR	N24 KAR	P24 LER	PI23 MCB	W8 MPD	T26 NKY	P47 PEG	Y800 RAW	N29 SAT	C444 TAP	VHZ 433
AKZ 646	AXZ 565	PI2I CJC	R700 DOB	RI FCB	P23 GYM	Y29 JCH	K33 JOR	KCZ 474	M28 LER	S333 MCD	K90 MPS	ME04 NNA	P29 PEP	RAZ I280	Y800 SAV	P28 TAR	VJI 9I9
L26 ALA	PI2I BAB	LI23 CJP	L25 DOD	VI5 FEB	N27 HAL	P25 JCM	S400 JOR	NI23 KEE	P27 LET	G475 MCL	N27 MRC	N24 NNN	RI2I PEP	R3I RCB	F55 SCH	R28 TAR	VJZ 336
LI23 ALB	P26 BAK	P26 CJT	R70 DOL	RI2I FEE	RI2I HAL	Y600 JDB	L777 JOR	N32I KER	P29 LEX	PI2I MCM	P2I MRG	L24 NNS	N2I PER	PI23 RCH	P24 SCT	N28 TAT	VLZ 776
P28 ALD	P29 BAM	K3I CLA	P29 DOR	N27 FEN	P23 HAM	MI2I JDC	Y700 JPB	N23 KES	LEZ 942I	R23 MCP	WI7 MRH	BO04 NNY	P25 PER	L26 RDS	R29 SEA	S92 TAT	M28 VON
R29 ALE	N24 BAN	V777 CLB	R29 DOR	R400 FEN	W777 HAR	MI23 JDM	L32I JPH	N27 KEY	LFZ 383	N24 MCP	B20 MRM	R28 NOR	S300 PES	T99 RDY	P3I SEC	Y600 TAY	PI23 VXR
N27 ALG	N24 BAS	YIII CLC	P23 DOW	P24 FER	M28 HAS	P32I JDS	V700 JPM	KIG I248	M500 LJS	M29 MCP	LI23 MRT	P3I NOR	NI2I PET	P29 REA	P26 SED	R25 TCH	P32I WAG
P23 ALH	P999 BAY	PI2I CLM	T999 DOW	FFZ I5I	P2I HAT	P28 JEC	L3I JPW	L26 KJW	Y300 LJW	N23 MCR	L27 MRW	M007 NRO	RI23 PET	L3I REB	P23 SEL	R24 TEC	R28 WAL
N25 ALL	P29 BBY	R900 CMB	P24 DRU	FGZ 707	R3I HAW	R888 JED	M28 JRD	MI23 KKY	N24 LLS	YI2I MCS	MRZ 727	NRZ 474	PFZ I99	P3I REE	RI9 SEM	M28 TEC	N26 WAR
P28 ALM	P24 BED	MI2I CMC	N27 DRU	P28 FLO	T90 HAW	P28 JEL	MI2I JRH	Y80 KMC	L29 LLY	G4I MCT	P23 MSB	N24 NUT	PI2I PHL	Y300 REG	M25 SEN	N29 TEE	P29 WAR
R32I ALM	S700 BED	W90 CMH	P28 DRW	R29 FOS	NI2I HAY	T23 JER	N23 JRP	N900 KNG	L32I LMB	P23 MCW	N29 MSC	S800 NUT	PHZ 789	R29 REL	P2I SEP	M2I TEN	S32I WAR
N29 ALP	NI23 BEK	L25 CMS	TI6 DSM	P88 FRA	P99 HED	N24 JER	B789 JRS	P23 KOP	P27 LMR	R26 MDB	N23 MUR	Y32I OAK	N29 PJC	M3I REL	N29 SER	Y28 TER	YI4 WAT
P29 ALP	R29 BER	P24 COD	S4II COE	R29 FRY	W400 HEL	W6 JFH	MI23 JSB	N3 KRH	AI7 LOK	N23 MDC	M3I MUS	N2I OCT	E8 PJE	M32I REM	P26 SES	R2 TET	R32I WAT
MI2I ALS	R23 BES	N28 COM	S777 DUF	P24 FUN	P444 HEM	R23 JHN	AI6 JSG	KRZ 232	M32I LOR	LI23 MDS	P25 NAB	MI2I ODY	S3I PJR	V444 REN	MI2I SES	M26 TEW	M24 WAY
N2I ALT	P24 BES	YII COP	M23 EAR	FXZ 224	P23 HEP	JIG I772	NI23 JSH	Y32I KYM	N88 LOT	M28 MDW	R700 NAB	L3I OFT	M444 PJS	P2I RES	M3I SEW	M32I THA	P24 WED
N600 AMB	BFZ II5	NI23 COR	P66 EAS	RI2I GAB	R29 HEP	JIL 2456	R23 JSP	M600 LAD	N24 LOV	P2I MEC	R24 NAG	L27 OHN		M24 RES	W9 SHP	TIL 9774	P2I WEE
P2I AMF	BGZ 848	P32I COR	L2I EAT											K888 RES	N29 SHY	L3I TJB	R29 WEL
MI23 AMH	BHZ 949	P33 COV	P2I EAT											M3I RET	SIB 4999	L23 TJC	P4I WEN
P23 AMJ	BIG 7284	MI2I COY	N40 ECK											PIII REX	L29 SJD	LI2I TJH	WEZ 6569
L3I AMK	P25 BON	HI6 CRA	ECZ 6I6											REX 86IR	SJI 4625	TJZ 252	WIB 727
R999 AML	P32I BOO	L2I CRA	Y9 EDG											P2I RFC	M32I SJS	RI2I TOD	WJZ 424
R28 AMM	Y600 BOW	P24 CUT	P23 EDS											RFZ 626	SKZ 858	R26 TOP	PI23 WLS
L2I AMO	N2I BOY	R32I DAB	P23 EDW											K8 RGD	M27 SLB	P27 TOP	J90 WMS
LI2I AMR	N28 BRO	R2I DAP	N23 EDY											N27 RJD	P24 SMD	N25 TOR	P23 WOO
L3I AMT	P29 BRO	M26 DAR	P50 EDY											N23 RJH	P32I SMG	M27 TOR	A6 WRH
PI2I AMW	P23 BRU	PL07 DAV	R2I EEE											L29 RJM	M3I SMP	L2I TRE	RI WSM
V3I ANJ	R3I BRU	N24 DAW	P23 EEL											L27 RJP	L26 SMR	Y7 TSW	XI2 WYN
R23 ANS	Y9 BSB	PI56 DAY	P2I EES											N23 RJW	YI2I SMS	R23 TTS	R3I WYN
M25 ANY	BSZ 434	L2I DEA	P24 EGG											L28 RKS	L29 SMW	P26 TTS	P29 YAN
M28 APB	N28 BUC	L32I DEC	R29 EJM											P32I RKS	T29 SOO	NI2I TTS	YCZ 228
T29 APP	M26 BUD	R24 DEK	NI23 ELA											RKZ 878	P2I SPB	PI2I TTT	YDZ 565
P27 APR	P29 BUL	Y400 DEM	PI23 ELE											P3 RLC	V3I SPH	NI2I TTY	M28 YES
N2I APS	K52 BUL													P3I RLS	P28 SPY	TUI 424	YKZ 338

AUTOCAR PROMOTION
ROAD TO
MONTE CARLO
IN THE TOYOTA GR SUPRA
GY69 UUF
DOVER
GR
TOYOTA GAZOO Racing
Pushing the limits for Better

IN ORDER TO FIND OUT ALL ABOUT TOYOTA'S NEW GAZOO RACING PERFORMANCE BRAND, WE TOOK THE TOYOTA GR SUPRA ON AN EPIC ROAD TRIP TO RALLYE MONTE CARLO

It's a cold January morning, but a new dawn is breaking for Toyota. We're in Dover, keys to the Toyota GR Supra in our hand, ready to drive across Europe to join Toyota GAZOO Racing at Rallye Monte Carlo.

As Toyota founder Kiichiro Toyoda said: "To test the performance of cars, companies ought to participate in auto races. Such races must not be a simple matter of curiosity. They are indispensable." So, the idea of driving the GR Supra to an iconic motorsport event feels like an indispensable way to satisfy *our* curiosity about Toyota's new performance brand.

The GR Supra – a dramatic fifth-generation re-imagining of Toyota's sportscar icon – is the ideal car for this trip. A two-seat, front-engine, rear-wheel-drive 'grand tourer', it boasts style that turns heads on the autoroute and Riviera, with tight confidence-inspiring handling and responsive power that thrill on tight winding Alpine roads. Inside, there's room for a weekend's luggage, behind a two-seat cabin that is as cossetting as it is driver-focused.

In fact, everything about the GR Supra hints at a powerfully modern take on classic sportscar design. Its low-slung profile and long bonnet is pure 1960s 2000GT, while the distinctive grille evokes classic Supra, and the muscular haunches that frame imposing 19" forged alloys blend into a sharp-edged rear.

Crossing the Channel – Dover to Calais by ferry

A quick break for croissants – mind those crumbs

WHAT IS GAZOO RACING?

'GAZOO' stems back to the early days of the internet and a Toyota e-commerce site for used cars named gazoo.com, after the Japanese word for picture – 'gazo'. Toyota's engineers used 'Gazoo' to describe all of their different and unique performance cars, each sitting in individual 'garages'. When Toyota looked to brand its performance arm GAZOO Racing stuck, with GR used to designate race-bred, performance-tuned Toyotas.

A quick coffee break – almost at the Alps!

Reims-Gueux – 170 miles

FROM THE FRENCH COAST TO THE ALPS

After 100 miles of French autoroute, we pull into the iconic 1960s pitlane at Reims. It's already clear the Toyota GR Supra is the perfect companion for long journeys like this. The 3.0-litre straight six settles down nicely at pace, and when we do pass the French lorries that linger on the inside lane, the twin-scroll turbo provides incredibly direct response.

The cabin (inspired by the cocoon of single-seater race cars) feels incredibly stylish and comfortable with its race-inspired leather sports seats – especially when the heated seats and dual-zone automatic air conditioning are cranked up to provide Mediterranean warmth compared to the cold January air outside. It seems almost a shame to open the windows for the péage toll booths.

Equally, the low, slim dashboard provides the perfect view of the road ahead, with the high-definition digital dashboard, multimedia display and the head-up display – which comes as standard on the Pro grade we're driving – giving us access to all the info we need.

TOYOTA'S RECORD OF SUCCESS

5x WRC DRIVERS' TITLES
1990, 1992, 1993, 1994, 2019

4x WRC MANUFACTURERS' TITLES
1993, 1994, 1999, 2018

2x LE MANS 24 HOURS WINS
2018, 2019

CONQUERING ALPE D'HUEZ

Rather than taking the autoroute directly to Monaco, we're following the D1091 round the Hautes-Alpes, with a quick detour up the mountain pass to Alpe d'Huez. This road – a regular stop on the Tour de France since 1952 – boasts 21 hairpin bends, and an average 8.1% gradient that peaks at 13% as it climbs 1,860m up to the resort.

It's nice and wide, but the vibe is pure Rallye Monte Carlo – drystone cliff wall on one side, concrete barriers that provide scant protection from a vertiginous cliff drop on the other. In the middle, a snaking asphalt ribbon with tight twists and turns that truly let the GR Supra shine.

The 335bhp and 500Nm from the turbocharged 3.0-litre straight-six is perfectly balanced with the lightweight chassis, while the single twin-scroll turbo delivers impressively direct response from lower revs – helping us punch our way out of tight hairpins and conquer steep inclines without ever feeling breathless.

Flicking through the eight-speed automatic's short-ratio lower gears, the GR Supra's ability to sprint from one turn to the next is truly impressive, while responsive Brembo brakes easily bleed that pace off for the next sharp bend.

As we get higher, the road gets steeper, twistier *and* more fun, highlighting the GR Supra's cleverly considered underpinnings. Toyota placed the engine further back in the chassis for optimum 50:50 weight distribution, while the wheelbase and track width were honed to match the golden 1.55 ratio for a sportscar of this size. The chassis is also more rigid than the Lexus LFA supercar, with a lower centre of gravity than a Toyota GT86 coupe, providing a better base for the race-inspired suspension.

Adaptive Variable Suspension delivers the final polish, actively adapting the damping to improve handling and ride comfort. That's perfect on Alpine roads like these, which start smooth but are potholed by ice and snow on higher turns.

> THE 335BHP FROM THE TURBOCHARGED 3.0-LITRE STRAIGHT-SIX IS PERFECTLY BALANCED WITH THE LIGHTWEIGHT CHASSIS, WHILE THE SINGLE TWIN-SCROLL TURBO DELIVERS IMPRESSIVELY DIRECT RESPONSE

The last leg - Monte Carlo is in sight!

Welcome to Monte Carlo – 775 miles

MONTE CARLO

THE GLAMOUR OF MONACO

As we descend the twisty mountain roads into Monaco, the skyscrapers fight for every inch of real estate between the hills that frame the Principality and the Mediterranean, glistening azure blue into the distance. A stylish two-seater like the GR Supra fits this environment perfectly, though – a classic case of 'less is more'.

Its Euro city-friendly dimensions help us ease our way through the narrow Mediterranean streets, which bustle with tourists and glamorous residents, all heading to Rallye Monte Carlo's official start ceremony. We certainly don't feel like interlopers among the huge luxo-limos and gold-painted hypercars, though. At every point of the journey, the GR Supra has turned heads – and it's no different here.

As Toyota GAZOO Racing's newly-signed six-times champion Sébastien Ogier rolls off the start ramp – starting a World Rally Championship season in which the Toyota Yaris WRC looks set to be a title contender – our journey to Rallye Monte Carlo is over.

GAZOO Racing's journey, however, is only just beginning. And if the next cars from GAZOO Racing's imagination are anything like the Toyota GR Supra, then we've got even more exciting things to come.

TO FIND OUT MORE, HEAD TO TOYOTA.CO.UK/SUPRA

YOUR VIEWS

WRITE TO
autocar@haymarket.com

Cut from a different cloth

I'm fed up with everyone jumping on the vegetarian/vegan bandwagon (News, 29 January). Cars came with cloth, velour and vinyl seats for years, and no one ever described them as 'vegan'. My Freelander 2 has cloth seats, and so have many cars. I find them more practical. All credit to car makers for developing alternatives to leather, but let's not get carried away.

Julian Booth
Via email

What's the truth?

In an article on smart motorways in the Daily Mail on 30 January, AA boss Edmund King said electric cars are not suitable for motorways because "you can't flat tow some electric vehicles more than 800 metres, some you can't flat tow at all".

If true, it is obviously not something the car makers are keen to tell us about. Are you able to tell Autocar readers the real facts here?

Peter Stones
Via email

As we understand it, this is very model specific. Teslas cannot be towed with any wheels on the ground, for example, whereas a Renault Zoe is front-driven and can be towed short distances. A bigger problem is automatically activating electronic parking brakes, which is why many cars now need to be towed with the rear wheels off the ground – LA

Pull the other one

From John Evans's response to a question from reader Colin Skinner on the suitability of electric cars as towing vehicles (Autocar, 22 January), we learned that the only EV able to fulfil this role is the Tesla Model X, due to the fact that other EVs are already too heavy without a trailer.

It appears, therefore, that as well as the other well-documented reasons why electric cars will not become the vehicles of choice for the majority of motorists any time soon (high cost, limited range, poor recharging infrastructure), we also have a large segment of the driving population who will be excluded from using one due to their needing to tow with their car. Step forward farmers, tradesmen, the military, emergency services, caravan and boat owners and all private owners – of whom there are a lot in my neck of the woods – who simply tow a trailer on occasion for house moves etc.

Until advances in EV battery technology enable manufacturers to trim 200-300kg off the weight of an average electric car, petrol and diesel models will have to continue as the vehicle of choice for anyone needing to fit a towbar, it seems.

Stuart Crewe
Cheltenham, Gloucestershire

Zoe can only be towed short distances

LETTER OF THE WEEK

Us and them

Jim Holder's article 'UK at risk of perfect storm' (15 January) should be a wake-up call to all car enthusiasts. Our choice of great and interesting cars is going to be severely curtailed in the near future. I believe that the makers of interesting and/or higher-performing, higher-CO_2 cars will just stop selling those models in the UK. As the article says, it simply won't stack up as a business case when they only have the UK, rather than the whole of Europe, to average out their fleet CO_2. We are set to become the poor relations.

Of course, all of the very high-end models – Ferrari, Lamborghini, Rolls-Royce etc – will still be available because they will have the exemptions due to low production numbers. It will just mean that anything remotely interesting that us mere 'normal income' people might be able to afford will simply not be available. Unless, of course, they are electric – oh, wait a minute. All of the 'interesting' electric cars are actually very expensive with a poor range, so just not realistic for ordinary motorists! The 'us and them' scenario this will create will be reminiscent of the early 20th-century world of motoring, when only the extremely rich could afford the cars they wanted.

Dave Taylor
Via email

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

ValetPRO
PROFESSIONAL VALETING SUPPLIES

Love for the Corolla

I moved from a 2.0-litre Mazda MX-5 automatic to a hybrid Toyota Corolla a couple of months ago and, somewhat to my surprise, I'm delighted with it.

The performance is about on a par with the MX-5, so quite useful, and in town it's brilliant. It is indeed disappointing when the engine cuts back in from electric running, but I don't always feel it and don't find it particularly coarse. The despised economy mode, useless on ordinary roads, is actually perfect for smooth stop/start town driving and seems to help prioritise electric running.

I do wish you would all stop moaning about the droning CVT. It really isn't much of an issue given how the payback is such good economy and the quick, quiet, relaxed way the car covers the ground.

It's a car that would be a real surprise to people – as it was to me.

Richard Coates
Norwich

Richard loves his Corolla, CVT and all

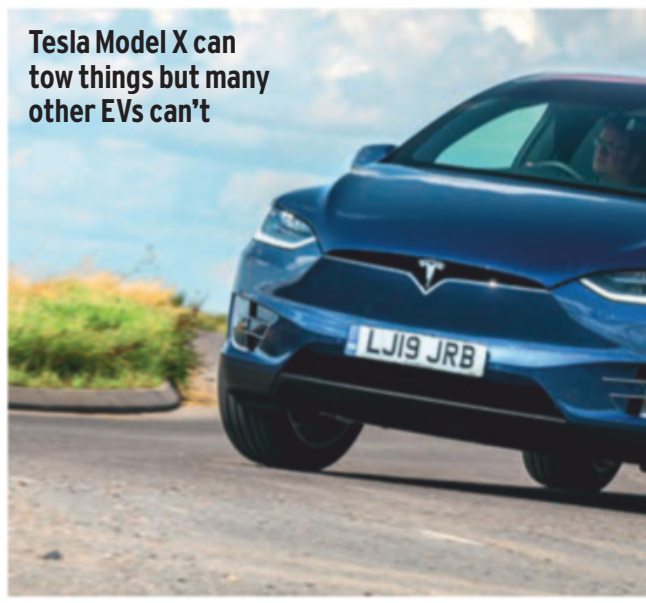
Highlights and lowlights

The new Seat Leon has a full-width LED tail-light that integrates the central brake light (News, 29 January). Surely the whole purpose of a central brake light normally fitted high in the rear screen is that it is visible not only to the driver of a following car but also to drivers of cars behind that one. It needs to be high enough to be seen through the front and rear screens of the car immediately behind. I'm surprised this lower position is even legal.

Rodger Williams
Ringwood, Hampshire

If the cap fits

BMW anticipated your revelation of the value of ultracapacitors by almost two decades (Under the Skin, 22 January). In July 2003, I filed a story on what I called 'BMW's Blitzmobile', an X5 SUV with 140 ultracaps under its rear deck, providing a 350V capacity. "Its lunge off the line is truly awesome for such a massive vehicle," I said. "Vigorously neck-snapping." It easily broke traction at all four



Tesla Model X can tow things but many other EVs can't

wheels. Its drive motor replaced the converter of a five-speed automatic. Over standard test circuits, BMW reported a 15% fuel economy improvement.

Other applications had been made in an all-electric Mercedes-Benz Sprinter and a MAN diesel-electric city bus. Ultracaps were also on the menu when the first hybrid-assisted Formula 1 cars were built.

Karl Ludvigsen
Bury St Edmunds

An irritating tail

Some common irritations that Autocar readers and journalists frequently reference include keyless ignition, too many warning 'bongs' and infotainment touchscreens. My Mitsubishi Outlander PHEV has one to add to the list: a ridiculously slow electric tailgate, which takes a full 12 seconds to close. I used to stand there while it was closing but that just made my blood pressure rise, so I now walk away. I can get about 30 metres from the car before it is shut.

Car makers spend billions each year on research and development, so why do they engineer irritating features into their cars?

Richard C Anderson
Seaton, Devon

Not so broken Britain

Jean Bosseler's letter would seem to be a work of fantasy (Your Views, 29 January). I drove around the UK throughout the 1980s and never saw any significant number of broken-down British cars. What nonsense.

JR Bowden
Via email

Doubting Tim

Despite the hype about electric cars, there is not one that can do the range claimed by manufacturers. If you live in a flat or a house with no drive, you can't recharge at home. Batteries need replacing after 20 years and are expensive, so who will buy a used EV? Sixteen hours or 20 minutes with a fast charger is simply useless for daily use. If we all go down this route, our electric bills will go through the roof. And what happens when there's a power cut? The combustion engine is possibly the best invention ever. Long may it continue.

Tim Sayer
Via email

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 19 FEBRUARY

Mercedes-AMG A45 vs Nissan GTR: how much fun for £50k?

The AMG A45's price, power and positioning put it closer to a used Nissan GTR than any of its hot hatch peers. Can it cause an upset?

Getting a handle on handling

The science behind handling, and what 'good' handling really means

Global car sale trends 2019

Who bought what, where and how many. We crunch the numbers

EVERY WEEK

Rolls-Royce Cullinan
The SUV has helped Rolls to record sales. How good is it? We find out

BMW 2 Series Gran Coupé
A stretched 1 Series or a shrunken front-drive 3 Series? Our first test

Polestar 2
We join the team behind Polestar's first all-electric mainstream model

SUBSCRIBE autocar.co.uk/subscribe or see p22

CONTENTS SUBJECT TO CHANGE

OUR CARS

FEATURED THIS WEEK

BMW 330e

MAZDA 3

MG ZS EV

PEUGEOT 508

SUZUKI JIMNY

VOLKSWAGEN TOUAREG

PEUGEOT 508

How did the 508, in both petrol saloon and diesel estate forms, measure up to premium rivals in the cold light of day?

Seats were comfy and driving environment generally very decent

FINAL REPORT **MILEAGE** 5358

WHY WE RAN IT

To see if Peugeot's smart new generation of saloons really does offer a viable alternative to German premium rivals

At least it won't be boring. Those were my words on Peugeot's smart, stylish 508 saloon in my opening report last summer. After plenty of time to get to know first the saloon, or Fastback as Peugeot calls it, and then the SW estate variant, do I stand by that statement? Yes... and no.

Yes, in the sense that Peugeot's alternative to the beloved BMW 3 Series is really that. There: a positive answer to why we were running it, straight up. But although the 508 offers pleasing refinement, plenty of comfort over long distances and respectable figures when it comes to fuel forecourt visits, we can't say it's an equal to Munich's benchmark saloon – nor either for those from Stuttgart and Ingolstadt for that matter. In terms of performance, it's just not that special.

Life with the 508 is easy and, given its striking looks in both saloon and wagon form, it's always a pleasure to return to. But once the miles begin to rack up, it's also the type of car you stop thinking about. So was my opening statement wrong? 'Boring' sounds harsh. 'Unremarkable' is fairer. That's meant as a back-handed compliment: sometimes, especially on dull commutes in heavy traffic, a car that doesn't ask too much from you and delivers you safely to your destination is just the ticket.

On that point, neither car came anywhere close to letting me down during the test, which really shouldn't be taken for granted, even today. The GT-spec saloon had the more engaging engine, its 1.6-litre petrol inevitably offering more power and less torque than the SW's 1.5-litre diesel. Neither could be described as fast, but the saloon picked up from rest promptly and perked up in Sport mode on flowing A-roads. But did it deserve that GT badge? The connotations of that abbreviation are a lot to live up to. The 508 looks the part, and even offers a faint whiff of American muscle car – but it's not really a Mustang, or anything close.

The SW's diesel was fantastic over distance, happily managing 600 miles between fuel stops without any electric hybrid assistance. (A plug-in hybrid version is on the near horizon.) But its refinement was lost if urgent acceleration, say at a busy roundabout, was called upon. The eight-speed automatic, silky at a cruise, would lurch a little in search of a suitable low gear and delay the delivery of (not very much) power. Gently does it was best and you soon learned to drive accordingly.

On motorways and A-roads, the ride was always on the refined side of firm, making long journeys serene in a manner that genuinely stands comparison with so-called 'premium' rivals. Passengers rarely passed comment, again perhaps an example

Both soaked up miles well but diesel proved better than petrol

Saloon, like the estate, slipped easily into daily life

Washing a car with these lines was never really a chore

> “Too many are missing out on decent well-engineered, likeable saloons like this”

TEST DATA

PEUGEOT 508 SW BLUEHDi 130 GT LINE EAT8

MILEAGE	
At start	833
At end	5358
PRICES	
List price then	£32,280
List price now	£32,280
Price as tested	£33,435
Dealer value now	£25,865
Private value now	£24,230
Trade value now	£23,065

OPTIONS

Metallic paint £575, smart electric tailgate £400, power folding door mirrors £180

FUEL CONSUMPTION AND RANGE	
Claimed economy	52.4-62.0mpg
Fuel tank	55 litres
Test average	54.1mpg
Test best	64.1mpg
Test worst	47.3mpg
Real-world range	510 miles
TECH HIGHLIGHTS	
0-62mph	10.1sec
Top speed	129mph
Engine	4 cyls, 1499cc, turbocharged, diesel
Power	130bhp at 3750rpm
Torque	300lb ft at 1750rpm
Transmission	8-spd automatic
Boot	530 litres
Wheels	18in, alloy
Tyres	235/45 R18Y
Kerb weight	1500kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£345.42 pcm
CO_2	92-98g/km
Service costs	None
Other costs	None
Fuel costs	£509.58
Running costs inc fuel	£509.58
Cost per mile	9 pence
Depreciation	£9215
Cost per mile inc dep'n	£1.87
Faults	None

PREVIOUS REPORTS

3 Jul 2019, 10 Jul, 31 Jul, 14 Aug, 18 Sep, 25 Sep, 13 Nov, 4 Dec, 15 Jan 2020

LOVE IT

ECONOMY

Diesel is still a great option for long-distance drivers. A 600-mile range eased the strain of commuting.

COMFORT

No sign of backache or fatigue after time spent in the i-Cockpit. Very respectable refinement, too.

STYLING

This is a good-looking car. Low-slung beats high-riding SUV in our book. Chapeau, Peugeot.

LOATHE IT

TOUCHSCREEN CONTROLS

Burying important controls such as temperature within the touchscreen is not user-friendly.

FAMILY PRACTICALITY

Only downside of that low-slung character is getting kids plugged in and out of the rear sits.

DEPRECIATION IS CALCULATED FROM TAKING THE TRADE VALUE FROM THE ORIGINAL LIST PRICE MINUS OPTIONS

SECOND OPINION

The 508 SW doesn't look or feel like an estate – until you need it to. I love the stylish lines of the saloon, and not much is lost in translation to capacious estate. It's nimble for a car of its size, too, but still feels like a big diesel estate when on motorway cruises. A winning combination, that. **JA**

of that back-handed compliment of a car being taken for granted. On rutted B-roads around my home, the Peugeot impressed in its ability to absorb the worst that could be thrown at it. Dodging potholes is all part of the game around these parts, but when we hit one, the 508 coped well on its 18in flashy 'diamond cut' wheels. (The saloon's were 19s, but we barely noticed the difference.)

Inside, boot space felt modest with the estate but generous in the saloon, perhaps because expectations were as lowered as that sweeping fastback tail. The much vaunted i-Cockpit was a pleasant and comfortable place to be. The seats were supportive to the point that I forgot my old habit of fiddling with the electric controls to tweak my position on long journeys. I really didn't need to.

During family use, plugging in seatbelts for small children on booster seats was a pain – sometimes literally if you cracked your head on the relatively low door line. The buckles are buried deep into the rear bench and it's an effort to locate them leaning over, especially in the dark. It almost made us long for a high-riding, easy-access SUV, dammit.

The piano key menu controls split opinion on style, as did the faux carbonfibre. But most functions are buried within the touchscreen, including climate controls – which is just annoying and not a little dangerous. The interior designers for too many car brands need to think more about eyes off the road.

Small gripes? The abrupt engine stop/start function, auto-dip headlights that couldn't be fully trusted and the small steering wheel obscuring the views of the dashboard and control stalks. The wheel itself, a modern Peugeot signature, was novel at first but that soon wore off. Its road feedback made the car easy to place, although the steering was sometimes overly light during sweeping bends.

But the thing that really stood out from life with a 508 is just how much you are in the minority, at least on UK roads. Even now, I can count on two hands the number of saloons I've seen – and need only a couple of digits on one for the estate. These are rare cars, which immediately makes them more interesting, especially among today's ubiquitous BMW, Mercedes and Audi hordes. Want something different, something stylish, something that looks and feels genuinely French? Go for the Peugeot.

SUVs, for better but mostly for worse, are where it's at for car buyers today. That means too many are missing out on decent, well-engineered, likeable saloons like this. Then again, if there were loads of them on our roads, the attributes that make the 508 so dependably unremarkable might edge it into the boring zone. We can't have that. So perhaps don't buy one, after all. Keep 'em rare.

DAMIEN SMITH

OWN ONE? SHARE YOUR EXPERIENCE
autocar@haymarket.com

SUZUKI JIMNY

Would the little 4x4 cope with a sludgy quarry in January? That's an easy one

MILEAGE 11,682

WHY WE'RE RUNNING IT
To see whether the modern-day Jimny is as worthy as its iconic predecessor

The Jimny has become an easy, comfortable companion for urban and rural journeys over the past few months, but until now we haven't really tested its promised forte: off-road prowess.

Jimnys, past and present, have long been known for their 4x4 capability, led by light weight. In the case of our Jimny, it is around 1135kg on the scales; for comparison, a new Defender 90 weighs 2300kg.

My only off-roading in the Jimny had been some brief, tentative drives across muddy fields. So on a dreary Monday in January, I headed to the wilds of Lincolnshire – Tixover Quarry, to be precise – to see if the Jimny lived up to expectations.

Alongside it was our Ford Ranger Raptor long-termer, whose fortunes at the quarry we described in last week's issue. Both were there to create a 'How to off-road' video with Squires Prior and Calo, soon to appear on Autocar's YouTube channel. Parked side by side (while we tried to get a camping kettle to work), the Raptor unsurprisingly dwarfed the Jimny. In fact, I wouldn't be surprised if two Jimnys could fit into the Raptor's footprint with a bit of contortion.

Put the kettle on, chaps. Right: a small wonder when asphalt runs out

The Raptor has also been conceived for off-roading (and performance), featuring a ton of off-road modes and a locking differential. Things are simpler for the Jimny: no locking diff, no off-road modes – just the option of low- or high-ratio four-wheel drive, a ladder-frame chassis and a solid rear axle, plus torque vectoring by brake.

As we started to venture around the impressive quarry, it was clear where the Raptor excels versus the Jimny: in the water. The Raptor has a wading depth of 850mm, the Jimny 320mm. The Raptor also has a more even torque line and its 10-speed automatic gearbox means you're a lot less likely to stall...

How far can the Jimny be pushed? Very far, it turns out. Facing a couple of steep inclines, on which 4x4 veteran Prior doubted the Jimny could cope, we were both surprised and thrilled that the Jimny gobbled them up with no trouble at all. Coming back down one of those steep inclines, I engaged hill descent – the ultimate test of trust. My foot hovered nervously above the brake pedal but, again, the Jimny did the job with no assistance.

We tried to get the Jimny properly stuck for the purposes of the video. The closest we got was when it failed to climb a tricky hill on a bend, but it wasn't truly stuck, as it ably rolled back down. Jimny 1, quarry nil.

I've been off road quite a few times over the years, typically in Land Rovers on carefully planned routes. Perhaps the joy here was the gung-ho approach of making up routes as we went or the charm of being in a rough and ready car that is significantly cheaper and less polished than any modern Land Rover.

The benefits of light weight and short overhangs counter the lack of a locking diff or the fairly high-revving, naturally aspirated four-pot engine, which isn't what you'd be likely to choose for an off-road machine. But without the extra weight to propel, our Jimny skipped over the terrain effortlessly.

For car enthusiasts, driving is more than just getting from A to B. But in a world where track days are pricey endeavours, I'd argue that you can't have much more fun than by approaching the limits of a Jimny in a quarry.

RACHEL BURGESS

LOVE IT

EATS TOUGH TERRAIN
Hard to find more fun off road than in this mountain goat.

LOATHE IT

CAN'T DIGEST MOTORWAYS
Storm Brendan + the A1, M1, M25 = not a happy Jimny.

TEST DATA

SUZUKI JIMNY 1.5 SZ5 ALLGRIP
Price £18,499 **Price as tested** £19,149
Economy 37.8mpg **Faults** None
Expenses None **Last seen** 5.2.20

OWN ONE? SHARE YOUR EXPERIENCE
rachel.burgess@haymarket.com

MAZDA 3

A comparison with the high-rise, but similar, CX-30 is revealing

MILEAGE 5979

WHY WE'RE RUNNING IT
To see if Mazda's bold claims about its revolutionary Skyactiv-X tech ring true

Gone are the days when a new car competed with three or four core rivals in the same class. Ever-expanding ranges and niches that don't remain so for very long mean most mid-sized metal is cross-shopped between two or more car categories now – even within one brand itself.

So when Mazda launched the similarly sized, priced and positioned CX-30 crossover hatch-cum-SUV, we thought there was plenty of merit in living with it for a week to compare it with our long-term 3. And indeed there was.

The maker hasn't gone to great lengths to disguise the CX-30's platform relation. The design similarity is clear, though to our eyes the crossover trades a good chunk of the hatchback's tight proportions and clean elegance with the adoption of plastic body cladding and a more upright stance. Interestingly, instead of making the SUV variant bigger as is usually the case, it's actually 70mm shorter in length than the 3. Mazda claims this, along with the higher driving position, makes it easier to manoeuvre around town – and we'd agree with that claim.

Spot the difference: our 3 (left) vs CX-30

An unsurprising negative, however, is that rear seat space suffers. Given our 3 isn't exactly generous in rear proportions, the significant leg-room reduction means a six-footer would look decidedly glum squeezed behind the driver. In all other respects, the interior is faithful to our 3: smartly styled and intuitively designed. In fact, there's very little from the inside to make you think you're in a high-riding variant – the driver's seat sits an inch or so higher, if that.

Mechanically, there's little difference. Both cars are powered by the 178bhp Skyactiv-X petrol engine, although the CX-30 here features all-wheel drive (also optional on the 3). With a relatively slight 57kg weight penalty (add 71kg to that for the all-wheel-drive car), performance feels broadly similar, and indicated fuel economy on our week-long test managed to match our 3's figure, despite the all-wheel drive.

But there's a distinct difference in the dynamic character of the two cars. Unlike some makers who feel the need to stiffen up the SUV version to counter for the higher centre of gravity, Mazda seems to have relaxed the CX-30's spring rates, meaning a softer ride in combination with squidgier, larger-diameter tyres. It's more comfortable over pitted Tarmac than the 3, but the trade-off is floatier body control and a reduced feeling of agility and composure in the bends.

Would I have the CX-30 over the 3? Personally, no. I enjoyed it, however, and there's no question that it's one of the more engaging and characterful cars in its class, but the lower, lighter and (crucially) far prettier 3 always wins out for me.

Back to the 3 itself, which was in the wars before Christmas after contact with a particularly brutal pothole. It actually knocked the steering wheel off-centre, so we had to take it to a tyre fitter to get the alignment sorted. While that straightened the tracking out again, it didn't do much to fix the background humming noise from the front tyres between 40mph and 65mph. Our hunch is that we lost a wheel weight in the impact, so we'll have to book it in again to get that sorted. In the meantime, we'll be using that age-old temporary fix of turning up the radio a bit.

LAWRENCE ALLAN

LOVE IT

GOES LIKE IT LOOKS
The 3 is, to our eyes, far prettier than the CX-30, but it's also more fun to drive. We know which one we'd pick.

LOATHE IT

HARD OVER POTHOLES
The CX-30's softer set-up would've been likely to cushion the impact of the damaging pothole more.

TEST DATA

MAZDA 3 2.0 180PS
Price £26,675 **Price as tested** £27,545
Faults None **Expenses** None
Economy 42.8mpg **Last seen** 15.1.20

OWN ONE? SHARE YOUR EXPERIENCE
lawrence.allan@haymarket.com

OUR CARS

Volkswagen Touareg

MILEAGE 8750 **LAST SEEN** 22.1.20

I've had debates with Touareg owners about irregular sluggishness away from stop lights. The problem is speed of initial response, not the rate of acceleration once it's rolling. We thought 'super diesel' made a difference, but it doesn't. Varying atmospheric conditions are also under suspicion. The hesitation is some kind of built-in clean-air measure, it seems. **SC**

BMW 330e

MILEAGE 2999 **LAST SEEN** 5.2.20

Early journeys show how similar the 330e is to other 3 Series, yet also such a new experience. Be aware of your journey length and battery range to truly maximise efficiency. Never charge it and drive it like any other 3, and you'll only get about 40mpg. Charge it often and you'll cover many miles on electric power alone and average nearly 70mpg. **MT**

MG ZS EV

MILEAGE 1992 **LAST SEEN** 29.1.20

At first I thought MG had been clever by adding a cut-out to the centre console cubbyhole to pass a cable from the USB port to your smartphone – but it just isn't big enough to fit modern, big-screen handsets. MG isn't alone in ignoring how devices are growing, but here it means my phone blocks the drive mode and brake regen switches. **TM**

USED CARS

What to buy, where to buy it and how much to pay

WHAT WE ALMOST BOUGHT THIS WEEK

VOLVO S80 2.0T SE AUTO
Before Volvos added 'attractive' to their list of attributes, they were simply solid, dependable and, of course, safe. The big ones make great used buys. We found a 2003-reg S80 2.0T SE auto with 88,000 miles and all the toys. Nothing about service history but the private seller claims it's been well maintained and wants just £1000 for it.

James Ruppert

THE HIGH PRIEST OF BANGERNOMICS

Best-selling Fiesta is always a popular nominee

GONG IN 60 SECONDS

Here's a quick-fire glance at our used car award contenders

There are a ton of used car awards, but they only matter if real buyers are involved. So here's your chance to be part of the 2020 Autocar Awards, which arrive in May. Here is my top 10 shortlist for Used Car Hero, with on-sale examples that you can pick apart. Your input is vital.

The **Ford Fiesta** is no ordinary small hatchback – it is a best-seller, both new and used. Fiestas are great to drive, easy to own and fantastic value for money. Here's a one-owner 1.0 Titanium from 2014 with a full Ford history, new cambelt and 160,000 miles on the clock. Proof if you need it that they go the distance, and all for just over £3000.

Now, the stylish yin to the Fiesta's workaday yang is the **Fiat 500**. We must enjoy small Fiats while they last and these have proved to be such sound little buys. I rather like this 2014 Cult special edition with a panoramic roof. It has a 1.2-litre engine, 80,000 miles showing and is in tidy condition for £3500.

Then there is the **Nissan Qashqai**. Don't groan, because it is the two-wheel-drive SUV that everyone buys. They can be very tough, as a 2014 1.5 dCi Acenta with 175,000 miles shows. It has a full service history, a year's MOT and is £5400 from a dealer.

If you're an executive, you'll be wanting one of those **BMW 5 Series**. It remains the peerless way to travel. A 2014 520d SE is a Euro 6, so is ULEZ friendly and a 141k-mile example sold by a trader costs £6995.

The **Mercedes A-Class** is popular on the PCP front, and a 2014 A180 CDI ECO SE with 110k miles is just £6795.

Next up, **Mini**. In their second decade, Minis came into their own with an explosion of models and options. They are everywhere, and not always that mini. I'd go for the oddity that is a Paceman Cooper. A 2014 1.6D with 60k miles with loads of extras is £6300. That would be fun.

On the face of it less fun, a **Toyota Prius** is still worthy of consideration if you are a private-hire wage slave. If your priorities are spending less money on fuel and not breaking down, then here is possibly the perfect family hatch. Goodness me, there are a lot of old grey imports to dodge around. A 2014 T3 with 47k miles from a dealer at £9250 is better than the ex-hire ones.

> "Which ones do you reckon are worthy of the used car award?"

For the family in need of space, a **Vauxhall Insignia Sports Tourer** is perfect. A 2015 2.0 CDTi ecoFLEX Design with 171k miles is just £3500.

You can't go wrong buying a used **Volkswagen Golf**, or even a **Mazda MX-5**. Icon is an overused term, but not here. A basic three-door 1.2 TSI Blue Tec Golf with 122k miles is £3995 with a full service history, and a 2014 MX-5 1.8 SE just below £8000.

Which ones do you reckon are worthy of the used car award? Get in touch at james@bangernomics.com.

Nissan Qashqai is resilient, even after 175,000 miles

TALES FROM RUPPERT'S GARAGE

MILEAGE 31,047

LAND ROVER SERIES 3

Well, it had been a bit chilly. I turned the key, but I know it well enough to realise the engine would never actually fire. Luckily, there are other vehicles available and I wasn't planning to shift much stuff. I did hoof out the battery, though, as it was such a long way from a three-pin plug. If I was a proper fleet car owner, I would have detailed records of when I bought the last battery. I certainly remember getting one during the 2009 cold snap but, whatever, this one is probably on its way out.

READER'S RIDE

Innocenti Mini

Owning an Innocenti is wonderful. You end up having great conversations with people and you also get offered bundles of joy like this. I was tempted. Imported and converted to right-hand drive, it is a 1978 example and has the 1275cc engine. There are loads of spares (and probably spiders). If I want to stay married and sane, best not take it on, but I can put you in touch if you fancy it. Once revived, it will be worth it.

READERS' QUESTIONS

QUESTION I'm a 74-year-old in need of a 2.0-litre car with a bit of grunt and a smooth ride. It must have a key to get in, a spare wheel, a handbrake, a radio, space for the wheelchair and ideally a long warranty. What do you recommend?

GD Firth, via email

ANSWER If you can stretch to £11,000, an approved used 2017/17-reg Skoda Octavia 1.4 TSI (150PS) SE DSG fits the bill. The turbo engine is better than a juicy 2.0-litre. Throw in a comfy ride, a huge boot and a traditional handbrake, and what's not to like? It comes with a two-year warranty but the model ranks fifth in the family car category in What Car?'s Reliability Survey so is unlikely to let you down. **JE**

QUESTION I cracked my car's front nearside alloy wheel driving through a pothole I didn't see because it was filled with rain water. Is it still possible to claim for pothole damage?

Sean Collins, Colchester

ANSWER Yes. The RAC has launched a guide to helping motorists make a claim and has even compiled a pothole index of members' breakdowns caused by the cursed craters. It advises motorists to contact the authority responsible for the road and send them lots of evidence. But prepare for rejection: an authority is not liable if it is unaware of the pothole or has a regular inspection system in place. **JE**

SEND YOUR USED CAR TALES TO ✉ james@bangernomics.com **AND READERS' QUESTIONS TO** ✉ autocar@haymarket.com

AS GOOD AS NEW

AUDI Q3

A Mk1 looks much like a current Q3 so, says **John Evans**, save your cash

Audi's Q3 is so well built and its styling so evolutionary that you have to ask yourself why you'd buy a brand-new second-generation model starting at £34,640 on the road when you could have an example of its predecessor, a 2013-reg one-owner 2.0 TDI 140 SE quattro with a full main dealer service history, for nearly £27,000 less.

The answer might be because the used one hasn't got the latest infotainment technology and isn't as efficient, because it has done 85,000 miles and because it no longer smells so nice. Still, all that image and quality for just £8000...

You can pay as little as £6000 for a used Q3 or as much as £30,000 for an example of its hot spin-off, the RS Performance model. The sweet spot is around £12,000 for a 2016-reg Q3 2.0 TDI 150 SE with 60,000 miles. That's a facelifted model, by the way. (Such cars date from spring 2015.) Scared of diesel? Another £1500 will get you a same-age and mileage 1.4 TFSI COD 150 SE. If you're only tootling around lightly loaded, it's fine, but the diesel has extra useful heft and even more of it in 181bhp form.

The Q3 was launched in 2011. It was one of a small number of premium, compact SUVs, the others including the BMW X1 and Range Rover Evoque. Next to the Evoque, the Q3 looked fairly bland but in a way that suggested effortless quality, an attribute that has served it well. It's about the size of an A3 but the rear is more cramped, and although the boot appears big on paper at 460 litres, it not that usable a space, so test it out first.

From launch, engines were the traditional mix of diesels and petrols, and until the 1.4 TFSI's arrival in 2014, all of them were 2.0 litres. The lower-powered petrols have always been front-wheel drive only but their diesel equivalents are a mix of that and quattro four-wheel drive. More powerful Q3s are all quattro. The four-wheel drive system aids traction on slippery roads but forget straying too far from your picnic spot: the Q3 has too much fancy body addenda to risk going far off road.

Transmissions are a choice of a six-speed manual or the S tronic seven-speed dual-clutch automatic. The S tronic gearbox suits the Q3, a car that's best enjoyed at a trot rather than a gallop.

The 2015 facelift brought new technology, including cylinder on demand (COD) for the 1.4 TFSI and slightly more power for the 2.0-litre petrol and diesel units. All engines were cleaned up to meet Euro 6 emissions regs. As for styling, the nose and tail were given a makeover while SE trim got xenon headlights and S line sweeping indicators.

However, viewed in isolation, you'd be hard pressed to tell pre- and post-facelift cars apart. Of the four trims – depending on the year, they range from SE to Black Edition – SE offers the best value and goes without the larger, ride-spoiling alloy wheels and sports suspension.

TOP SPEC PICK
BLACK EDITION

This version ladles on goodies such as privacy glass, a Bose sound system and part-leather trim, but the 19in alloys and sports suspension won't suit everyone. Prices start at £18,950 for a 2017 2.0 TDI.

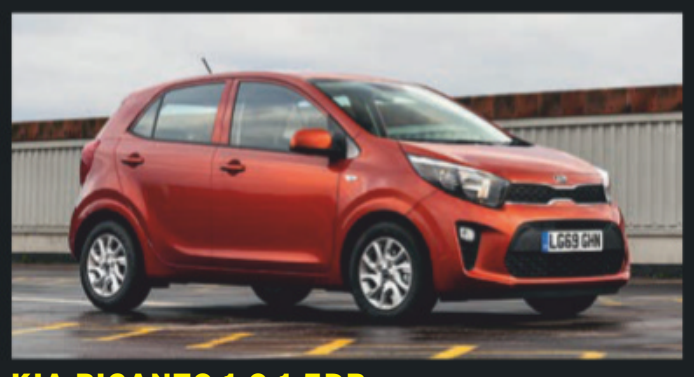
Its footprint is similar to an Audi A3 hatchback's

LOW-INSURANCE CARS BEST LEASE DEALS

FIAT PANDA 1.2 POP 5DR

£901 deposit, £150 per month, 48 months, 8000 miles per year

An insurance group rating of three means the Panda is cheap to insure – and that isn't all it has to offer. It's a charming little car with distinctive looks and a surprising level of practicality.



KIA PICANTO 1.0 1 5DR

£784 deposit, £131 per month, 48 months, 8000 miles per year

The Picanto falls into insurance group two, making it one of the cheapest cars to insure. It's also one of the best small cars on the market, being fun to drive and having a smart interior and a relatively big boot.

HYUNDAI i10 1.0 S 5DR

£844 deposit, £141 per month, 48 months, 8000 miles per year

The i10 is also insurance group two. This is the old model, by the way (the new has just come out), but it's still available and still competitive with great driving manners, decent space and lots of safety kit.

NEED TO KNOW

- Q3 petrol models rank third in the 2019 What Car? Reliability Survey's family SUV class, behind the Volvo XC40 and Kia Sportage. Diesel Q3s trail in 15th spot.
- Some early Euro 5 2.0 TDI engines were caught up in the VW emissions scandal, or the 'EA189 NOx emissions issue' as the VW Group calls it. Check the status of the vehicle you're interested in at audi.co.uk.
- Make sure tall family members can fit in the back. The roofline is more sloping than it appears and impinges on head room.
- Optional Drive Select offers a choice of four driving modes with, where adaptive dampers are also specified, the possibility of adjusting the ride settings.
- S line suspension reduces ground clearance from 170mm to 150mm.

OUR PICK

AUDI Q3 2.0 TDI 184PS SE S TRONIC QUATTRO

Entry-level SE trim forgoes the larger wheels and sports suspension of pricier Q3s but still offers lots of great kit. The 148bhp diesel is more common but this 181bhp unit has more grunt.

WILD CARD

AUDI Q3 RS PERFORMANCE

There's the 335bhp Q3 RS and then there's the 362bhp RS Performance. It does 0-62mph in 4.4sec, which is 0.4sec quicker than the RS. Prices start from £29,800 for a 2016-reg example.

ONES WE FOUND

- 2011 Q3 2.0 TDI 140 SE, 148,000 miles, £6295
- 2013 Q3 2.0 TFSI SE S tronic quattro, 80,000 miles, £10,900
- 2016 Q3 1.4 TFSI 150 SE, 45,000 miles, £13,600
- 2018 Q3 2.0 TDI S line Edition quattro, 17,000 miles, £20,500

Cabin's design, perceived quality and kit all impress

Facelifted Q3 got cleaner engines and styling tweaks

TOYOTA AYGO 1.0 VVT-i X 5DR

£793 deposit, £132 per month, 48 months, 8000 miles per year

Group-three insurance earns the Aygo its place here. Youthful looks, fine driving position, good infotainment and even better fuel economy count in its favour. Just ensure the rear cabin is roomy enough for your needs.

DACIA LOGAN 1.0 SCE 75 ACCESS 5DR

£817 deposit, £136 per month, 48 months, 8000 miles per year

This cheapest Logan is also the cheapest to insure, at group two. You'll also like its generous estate-shaped load area and spacious interior. It's great value so long as you look past the poor refinement and spartan spec.

DACIA SANDERO 1.0 SCE ACCESS 5DR

£704 deposit, £117 per month, 48 months, 8000 miles per year

Being in group three, the cheapest Sandero is not quite as cheap to insure as the Logan (left) but we'll live with that for this model's honest, stripped-down feel. A frugal engine and roomy interior are standard.

For more lease deals, visit whatcar.com

BUY THEM BEFORE WE DO

FEISTY MODERN CLASSIC

Fiat Coupé 2.0 20v Turbo £2495

Our round-up of coupés begins with this, the Fiat Coupé of 1993-2000. It was first offered in 2.0-litre 16-valve and turbocharged forms, but these were replaced a couple of years later by 20-valve five-cylinder versions. Today, it's the 20v Turbo that hogs the classifieds, with prices starting from around £2000 (or £1000 for non-runners) and rising to £25,000 for the best ones.

We can think of tougher cars but the Fiat has its charms, not least those looks and that engine, which, in 20-valve turbo form, made 217bhp for 0-62mph in 6.3sec. It's a strong unit but we'd change the cambelt and water pump every 50,000 miles. When checking one over, make sure the rear coolant hose is secure. (It can let go without warning but the clamshell bonnet traps the steam so you only realise when it's too late.)

The Coupé is a nose-heavy thing that puts some strain on the front suspension, so make sure all is well there. Regarding the body, 16-valve models rust badly. Later cars are better but, even so, check the floorpan, especially.

The Coupé is a modern classic but we'd be reluctant to lavish too much cash on one. It's why we were drawn, first, to a cherished 1998-reg 20v Turbo with 77,000 miles and a good service history, including a recent cambelt change, up for £3990 and then, following that, to a one-owner example with 89,000 miles and full service history for £2500. The catch? It was written off in 2010 with wing damage. Many potential bargains have been ignored for being a Category D but, since this one has a brand-new MOT with no advisories, it might just be worth a go.

JOHN EVANS

SENSIBLE EVERYDAY CHOICE

Audi TT 2.0 TFSI Coupé

£4945

A Mk2 TT is less charismatic than a Fiat Coupé. But thanks to its rust-resistant body, tough mechanicals and stronger resale appeal, it's a car for risk-averse buyers. We liked the look of this 2007-reg 2.0 TFSI coupé with 79,000 miles for £4945.

LOW MILES AND CLASSY

BMW 320i M Sport Coupé

£7500

The E90-era coupé of 2007-13 is a classy but understated motor with some great diesels and petrol sixes. However, our attention was seized by one with a 168bhp 2.0-litre four-pot. It's a 2011-reg M Sport manual with 51,000 miles and full BMW history.

45MPG HEAD-TURNER

VW Scirocco 2.0 GT TDI DSG

£13,495

An automatic diesel? Doesn't sound great – except that this 168bhp motor develops 258lb ft at 1750-2500rpm, a narrow band that the DSG 'box milks well. You don't really notice the nose weight when cornering hard, either. It's an unsung, 45mpg hero.

WILD CARD

Mini Coupé JCW

£7999

New, it was a bit of a lemon, and used, it probably still is. Except that, what with there being so many hatches knocking around, it looks refreshingly different. It's good value, too: our find is a 2012-reg with 38,000 miles, a full service history and stacks of kit.

AUCTION WATCH

MGB ROADSTER

No classic car auction is worth its salt without a sprinkling of MGBs. Prices for early chrome-bumper models are getting silly but fortunately there are always the later, and much maligned, rubber-bumper cars for less money. Launched in 1975, they sit a little higher than the earlier model – they have thicker anti-roll bars to contain body roll – but a clever paint scheme can make them look better proportioned.

Just before Christmas, a late 1981 LE roadster in good condition and with 78,000 miles went through the ring and changed hands for just £2912.

FUTURE CLASSIC

Suzuki Swift Sport 1.6 3dr Price £8995

A warm hatch from a small Japanese maker. Surely not the ingredients for a future classic, except that under the bonnet of the old Swift Sport is that rare thing: a naturally aspirated petrol engine. It's a 1.6 producing, from 2014-17, 134bhp. With the Swift weighing just 1045kg, that translates to 128bhp per tonne – or about the same as the Peugeot 206 GTi. Will we regard the little Suzuki in the same light? That's a stretch but it is almost as fun to drive and it's a last-of-breed. Around £9000 buys a very low-mileage 2017-reg.

CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find me a family SUV I can be proud of for under £10,000, please.

Range Rover 3.6 TDV8 Vogue SE £8494

Porsche Cayenne 3.6 V6 S £9990

MAX ADAMS You want a car to be proud of? I give you the facelifted L322-generation Range Rover, complete with many improvements over the older version and a great 3.6-litre twin-turbo V8 diesel. What's more, this 2007 top-spec Vogue SE has TV screens in the headrests to keep the children distracted in the back, making mine the perfect family car. What's your choice, Mr P?

MARK PEARSON This perfect Porsche Cayenne. A 2007 V6 S petrol. Just 68,000 miles and a full service history. Your family will look up to you in awe with this thing and think of the fun you'll have driving it. Yours will break down, alas...

MA Not necessarily. Keep on top of maintenance and you should be okay. True, there are some big-ticket items such as the EGR valves, but then my car costs less than yours and won't consume as much fuel.

MP Maintenance is what you'll be paying to your family when they leave you, fed up with being constantly stranded at the side of the road...

MA Not every Range Rover breaks down – and mine has done fewer miles than yours.

MP My Cayenne is a firm-buttocked sports car, whereas your roly-poly Rangie has the steering of an ocean liner. You'll wear yourself out. Don't be a fool, John: vote Porsche.

VERDICT

Close but the Porsche wins by a pose. **JOHN EVANS**

HOW TO BUY A

TRIUMPH STAG

Stag Fastback

Stillborn coupé version was canned for fear that it would steal sales from the existing drop-top. One example survives.

HOW TO STALK A STAG

Triumph's 2+2 classic makes a fun GT. **John Evans** tells you the best way to bag one

Michelotti styling: tick. James Bond cameo: tick. Things were looking up for Triumph's four-seat convertible when it was launched in 1970. And then rumours began to circulate about its bespoke but unreliable 3.0-litre V8 engine. Cooling problems, an under-sized water pump located in the wrong place, head gasket and timing chain failures, warped cylinder heads, internal casting sand deposits... Just a few of the issues that plagued it then, to which, today, you can add rust – lots of it. That so many survive (around 8000 in the UK) is testament to the Stag's enduring appeal. Triumph from adversity you might say, if you enjoy a bad pun.

What's to like? Those looks, for a start, and that bellowy V8. It's a genuinely roomy car and practical, too. There's a supportive owners' club and an active spares and repairs scene. To cap it all, it's the Stag's 50th anniversary this year so expect to encounter convoys of the things in the summer, perhaps on their way to the Stag Owners Club's main birthday event at the Silverstone Classic on 2 August.

So the Stag is very much alive and kicking and more so because many of the better cars – prices for these start at around £10,000 – have been overhauled and fitted with modern parts. Their owners are enthusiasts who know how to care for them, too.

At its simplest, this means they use the correct coolant with anti-corrosion inhibitor, whereas when the car was launched, owners and even garages didn't know to. As a result, the alloy head and iron block didn't rub along too well and before long the radiator started to fill with gunk, causing the engine to overheat and the head gasket to go south.

For these and other reasons, you'll find a few Stags have had their original 3.0-litre V8 replaced with a Triumph 2.5, Rover V8 (it's too heavy and spoils the car's balance) or Ford V6. You're better off finding one with the real thing but properly refurbished and fitted with an electric cooling fan and electronic ignition.

The 3.0-litre V8 produces 145bhp and 170lb ft of torque. It was fitted as standard with a four-speed manual gearbox with overdrive. Today, this is the most sought-after variant. A three-speed BorgWarner auto was optional but may at some time have been swapped for a better four-speed ZF unit. Suspension was independent all round, brakes and steering were servo assisted, the windows were electrically powered and it had a roll-over hoop (for stiffening purposes more than anything). So the Stag was technically advanced, as it had to be if it was going to compete with cars such as the Mercedes-Benz SL.

A Mk2 version was launched in 1973 with a few visual tweaks that needn't detain us here and a higher engine compression. Sales picked up but soon fell back and the plug was pulled in 1977. No matter: today, a well-sorted Stag is a seductive classic that will put a smile, rather than a frown, on your face.

Its road manners feel better the more you drive it

Take a close look at the seats and the dashboard veneer

> Many of the better cars have been overhauled and fitted with modern parts

HOW TO GET ONE IN YOUR GARAGE

An expert's view

KEVIN FATHERS, FOUNDER, FAVERSHAM CLASSICS

"A good Stag can hold its own in modern traffic, plus it'll seat four comfortably and carry their luggage. The exhaust note is like no other. Cynics say it distracts you from the car's poor performance but the Stag is a GT that will happily cruise all day at the legal maximum. Prices have been rising in recent years so that decent ones start at £10,000. The Stag has a reputation for unreliability that dates from when it was new but today many have been fitted with more reliable parts. For example, modern head gaskets are made from much better materials and don't give any trouble."

Buyer beware...

■ BODY
Check for rust on the sills, wheel arches, door bottoms, bootlid edges and boot floor. In fact, the whole car.

■ ENGINE
If the engine has been overhauled or replaced, check who did it. Assuming it's the original Triumph unit, while it's cold check there's coolant at the top of the radiator. Now start the engine. If it hasn't been fired up for some time, the starter motor solenoid or fuel pump can play up. Listen for the timing chains rattling before the hydraulic tensioner takes up the slack. It needs new chains every 30,000 miles. Check the whole radiator is warming up. On the test drive, watch the temperature and oil pressure. On return, look for oil leaks and ensure the fan works.

■ TRANSMISSION
Make sure overdrive works on third and fourth gears. The clutch may feel heavy (it can be corrected) and second-gear synchro can wear.

■ SUSPENSION
See if the driveshafts have been upgraded to prevent the locking problem that causes the car to lurch in corners when you lift off. If you can shake the wheels when braked, suspect failing bushes.

■ ELECTRICS
Okay but can suffer from a bad earth, often traced to a rear bulb holder.

■ HOOD
Fragile. Ham-fisted use bends the frame.

■ INTERIOR
If the seat foam looks like a mouse has eaten it, it needs replacing. Check the condition of the dashboard veneer.

Also worth knowing

The Stag Owners Club is a good place to begin your relationship with the model. Stag history, cars for sale, parts suppliers and workshops – it's all here. There's even an owners tooling fund to ensure parts can still be produced.

How much to spend

UP TO £5999
Project cars and some runners, such as a 1972 car with Triumph 2.5 for £3995.

£6000-£8999
More converted cars, such as a £6995 1971-reg with Ford engine and gearbox.

£9000-£11,999
Good choice of tidy 'plug 'n' play' Stags at this money, many with the 3.0 V8.

£12,000-£14,999
Cars with no-expense-spared maintenance and refurb histories.

£15,000-£19,995
Choice includes an immaculate 1977-reg with rebuilt V8 for £18,000.

One we found

TRIUMPH STAG MK2 3.0, 1973-REG, 48,000 MILES, £12,000

"Whoever buys this car will not be disappointed," claims the private seller. It certainly sounds good: no rust, unmarked interior, smooth gearbox, original V8 in "excellent" condition, full rear seatbelts. Too good to be true?

Thanks to Kevin Fathers (faversham classics.co.uk) and Paul McLaughlin (stagclassics.co.uk)

ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance. We also drive on a wide range of roads. Where we have tested more than one model in a range, the rating is for the range overall. Where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

» **30-70MPH** Indicates overtaking ability through the gears.

» **50-70MPH** Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility.

» **FUEL ECONOMY** Figures quoted are the average and touring fuel economy as tested. The touring figure is representative of a 70mph cruise on a typical UK motorway. For electric cars, the figures quoted are for the same average and touring test schedules but are expressed in miles per kWh†. **Denotes mpkg (miles per kilogram) for hydrogen-powered fuel cell vehicles.

» **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track.

» **MPH/1000RPM** Figure is the speed achieved in top gear.

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
ALFA ROMEO												
Giulia 4dr saloon ★★★★½												
Quadrifoglio	190	4.5	9.2	3.2	10.3	2.57	503	443	38.7	34/49	1580	29.3.17
Stelvio 5dr SUV ★★★½☆												
2.2D 210 Milano	134	6.8	20.6	7.0	7.3	3.01	207	347	41.3	38/50	1659	3.1.18
Quadrifoglio	176	4.0	9.4	3.3	5.9	3.31	503	443	36.4	22/32	1931	9.1.19
4C 2dr coupé/convertible ★★★☆☆												
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16
ALPINA												
B3 Biturbo 4dr saloon ★★★★½												
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ALPINE												
A110 2dr coupé ★★★★★												
Premiere Edit'n	155	4.7	10.8	3.8	6.5	2.6	248	236	28.1	28/46	1103	16.5.18
ARIEL												
Atom 4 Odr open ★★★★★												
4	162	3.2	6.9	2.4	3.5	2.59	316	310	24.5	27/39	680	9.10.19
Nomad Odr open ★★★★★												
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	–/–	735	24.6.15
ASTON MARTIN												
Vantage 2dr coupé ★★★★½												
V8	195	3.7	8.3	3.0	10.5	2.7	503	505	42.6	18/25	1720	23.5.18
DB11 2dr coupé ★★★★½												
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon ★★★★☆												
Rapide S	190	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13
DBS Superleggera 2dr coupé ★★★★★												
DBS Superl'era	211	3.7	7.4	2.7	9.5	2.5	715	664	42.7	19/26	1910	21.11.18
AUDI												
A1 Sportback 5dr hatch ★★★½☆												
35 TFSI S line	137	7.9	22.0	8.4	8.6	2.7	148	184	27.6	38/57	1209	2.10.19
A3 4dr saloon/3dr/5dr hatch ★★★★☆												
RS3 Saloon	155	4.0	9.9	3.5	9.0	2.7	394	354	33.7	29/35	1515	6.9.17
A4 4dr saloon/5dr estate ★★★★☆												
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
S4 TDI	155	4.6	11.5	4.1	–	2.87	342	516	50.2	29/54	1871	18.9.19
RS4 Avant	155	4.0	9.6	3.5	11.0	3.0	444	443	38.4	24/37	1790	14.2.18
A5 2dr coupé/convertible ★★★½☆												
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A5 Sportback 4dr saloon ★★★½☆												
2.0 TFSI S line	155	5.7	15.1	5.3	17.2	2.5	249	273	42.2	30/41	1535	8.3.17
A6 4dr saloon/5dr estate ★★★★☆												
40 TDI S l'e Avant	149	8.4	22.6	7.5	–	3.1	201	295	51.0	39/50	1710	14.11.18
A7 Sportback 5dr hatch ★★★½☆												
50 TDI Sport	155	5.8	14.9	5.3	–	2.8	282	457	49.0	29/53	1880	11.7.18
TT 2dr coupé/convertible ★★★★☆												
RS	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
E-tron 5dr SUV ★★★★½												
55 quattro	124	5.4	13.7	4.2	2.5*	2.91	403	490	–	2.3/2.9†	2569	26.6.19
Q2 5dr SUV ★★★★☆												
1.4 TFSI Sport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
SQ2 quattro	155	4.5	11.6	4.1	9.2	2.72	296	295	33.4	27/35	1530	20.3.19
Q5 5dr SUV ★★★★☆												
2.0 TDI S line	135	8.3	26.4	8.5	14.7	3.1	187	295	42.0	37/43	1770	15.3.17
SQ5 quattro	155	5.5	13.7	5.0	11.1	2.6	349	369	45.2	26/32	1870	21.6.17
Q7 5dr SUV ★★★★☆												
SQ7 4.0 TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
Q8 5dr SUV ★★★★☆												
50 TDI S Line	152	6.9	19.1	6.6	10.1	2.8	282	443	44.9	29/40	2285	26.9.18
R8 2dr coupé ★★★★☆												
V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15
BENTLEY												
Continental GT 2dr coupé ★★★★½												
W12 First Edition	207	3.6	8.1	2.9	8.9	2.8	626	664	52.4	20/26	2244	2.5.18
Mulsanne 4dr saloon ★★★★☆												
6.75 V8	184	5.7	13.7	4.8	2.8*	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV ★★★★★												
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16
BMW												
1 Series 5dr hatch ★★★★☆												
118i M Sport	132	8.2	24.2	7.9	13.9	2.75	138	162	–	37/53	1431	30.10.19
2 Series 3dr coupé/convertible ★★★★½												
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★☆												
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★½												
320d M Sport	149	6.9	19.8	6.8	13.2	2.54	188	295	43.0	47/63	1639	15.5.19
330d xDrv M Spt	155	5.5	14.5	5.2	12.7	3.31	262	428	48.9	42/53	1922	15.1.20
4 Series 2dr coupé ★★★★☆												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr estate ★★★★½												
520d M Sport	146	7.4	21.3	7.4	14.3	2.7	188	295	42.2	40/52	1635	31.5.17
M5	155	3.3	7.5	2.7	8.9	3.1	591	553	41.1	22/28	1855	18.4.18
6 Series GT 5dr hatch ★★★½☆												
630d xDrv M Spt	155	5.9	15.7	5.4	7.6	2.8	261	457	50.2	40/54	1880	8.11.17
7 Series 4dr saloon ★★★★☆												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
8 Series 2dr coupé/convertible ★★★½☆												
840d xDrive	155	5.0	12.8	4.6	8.6	3.05	315	501	46.5	40/49	1901	16.1.19
M8 Competition	155	3.3	7.4	2.7	8.2	2.71	617	553	40.8	19/32	2020	5.2.20
i3 5dr hatch ★★★★☆												
1.3S Range Ext	99	7.7	–	6.6	4.0*	3.0	181	199	–	2.6/34†	1385	21.2.18
i8 2dr coupé ★★★★½												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
X1 5dr SUV ★★★★☆												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X2 5dr SUV ★★★½☆												
M35i	155	5.0	12.7	4.5	11.1	2.74	302	332	37.4	31/42	1668	25.9.19
X3 5dr SUV ★★★★☆												
xDrive20d M Spt	132	8.3	26.6	8.6	17.5	3.3	188	295	41.2	37/49	1825	17.1.18
X4 5dr SUV ★★★☆☆												
M Competition	155	4.0	9.1	3.3	20.1	2.65	503	443	43.3	23/29	2028	13.11.19
X5 5dr SUV ★★★★☆												
xDrive30d M Spt	143	6.6	18.9	6.6	15.1	3.36	261	457	47.1	35/43	2279	2.1.19
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
CATERHAM												
Seven 2dr roadster ★★★★☆												
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16
CHEVROLET												
Corvette 2dr coupé ★★★★☆												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CITROEN												
C3 5dr hatch ★★★½☆												
P'tech 110 Flair	117	9.6	36.6	9.4	10.5	2.6	109	151	27.0	47/62	1050	28.12.16
C3 Aircross 5dr hatch ★★★½☆												
P'tech 110 Flair	115	11.5	36.4	10.7	12.3	3.5	109	151	27.5	35/39	1159	7.3.18
C4 Cactus 5dr hatch ★★★☆☆												
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C5 Aircross 5dr SUV ★★★½☆												
BlueHDi 180	131	9.0	25.6	8.5	–	2.83	174	295	40.1	37/48	1540	13.2.19
CUPRA												
Ateca 5dr SUV ★★★½☆												
2.0 TSI 4Drive	153	4.9	12.3	4.4	9.4	3.03	296	295	33.8	29/37	1615	23.1.19
DACIA												
Sandero 5dr hatch ★★★☆☆												
1.2 75 Access	97	15.3	–	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
Duster 5dr hatch ★★★★☆												
SCe 115 Comfort	107	13.1	–	12.5	23.9	2.9	113	115	24.0	37/42	1179	22.8.18
DALLARA												
Stradale Odr roadster ★★★★½												
Stradale	165	3.7	9.2	3.4	3.1	2.39	395	369	26.4	26/30	987	16.10.19
DS												
3 5dr hatch ★★★½☆												
BlueHDi 120	118	9.9	32.2	9.4	11.1	3.1	118	210	36.4	59/67	1150	23.3.16
3 Crossback 5dr SUV ★★★☆☆												
Puretech 155	129	8.8	24.6	8.3	14.9	2.90	153	177	32.7	41/49	1205	10.7.19
7 Crossback 5dr SUV ★★★½☆												
Puretech 225	141	8.6	20.2	7.0	15.1	2.9	221	221	34.0	35/45	1425	19.9.18
FERRARI												
488 GTB 2dr coupé ★★★★★												
488 GTB	205	3.0	5.9	2.0	3.7	2.43	661	561	28.9	–/–	1525	25.5.16
488 Pista	211	2.8	5.6	2.0	4.8	2.34	710	568	28.9	17/26	1465	7.8.19
812 Superfast 2dr coupé ★★★★☆												
F12 Berlinetta	211	3.1	6.2	2.2	4.9	2.6	789	530	30.0	–/24	1630	25.7.18
FIAT												
Panda 5dr hatch ★★★★½												
4x4 Twinair	103	14.6	–	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch ★★★★☆												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
Tipo 5dr hatch ★★½☆☆												
1.6 M'jet Lounge	124	9.6	31.6	9.8	8.7	2.9	118	236	35.0	49/62	1295	2.11.16
Abarth 124 Spider 2dr roadster ★★★★☆												
124 Spider	144	6.8	18.6	6.5	6.5	2.8	168	184	25.2	35/45	1060	22.3.17
FORD												
Fiesta 3/5dr hatch ★★★★☆												
1.0T Ecoboost	122	9.6	28.1	9.6	13.2	3.2	123	125	29.3	42/52	1147	9.8.17
Fiesta ST 3/5dr hatch ★★★★½												
ST-31.5 T Ecb'st	144	6.6	16.2	5.7	6.4	2.7	197	214	26.0	38/48	1187	15.8.18
Focus 5dr hatch ★★★★½												
1.5 Ecob't 182PS	138	8.9	22.8	7.8	10.0	2.35	180	177	26.9	30/44	1417	20.2.19
ST	155	6.1	14.1	4.9	6.1	2.70	273	310	27.2	32/41	1433	11.9.19
RS	165	5.3	13.9	5.3	6.9	3.5	345	325	27.3	28/37	1599	4.5.16
S-Max 5dr MPV ★★★★☆												
2.0 TDCi T'ium	123	10.5	32.0	10.4	13.9	2.5	148	258	39.5	44/46	1725	26.8.15
Mondeo 4dr saloon/5dr/estate ★★★★☆												
2.0 TDCi	130	10.0	28.8	9.4	12.7	3.1	148	258	38	53/56	1597	14.1.15
Mustang 2dr coupé ★★★★☆												
5.0 V8 GT F'back	155	5.2	11.6	4.2	9.4	2.7	410	391	35.1	19/25	1720	24.2.16
Bullitt	155	5.2	11.2	4.1	10.7	2.7	453	390	37.4	21/33	1782	5.12.18
Ecosport 5dr SUV ★★½☆☆												
1.5 TDCi	99	14.3	–	15.2	14.4	2.7	89	151	28	39/48	1384	3.9.14
Kuga 5dr SUV ★★★★☆												
2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3.13
Ranger 4dr pick-up ★★★★☆												
Raptor	106	10.5	37.7	10.5	–	3.46	210	367	41.1	24/33	2516	28.8.19
HONDA												
Civic 5dr hatch ★★★★☆												
1.5 i-VTEC Turbo	126	7.8	19.3	7.0	8.7	2.7	180	177	26.6	39/49	1357	19.4.17
2.0 Type R GT	169	5.7	12.5	4.4	6.1	2.8	316	295	25.4	29/43	1380	25.10.17
Clarity FCV ★★★★☆												
Clarity FCV	104	9.0	29.2	8.3	5.3*	2.9	174	221	na	51/72**	1872	12.7.17
CR-V 5dr SUV ★★★½☆												
1.5T EX CVT AWD	124	9.2	26.1	8.4	5.2*	3.3	190	179	39.5	32/38	1669	7.11.18
NSX 2dr coupé ★★★★½												
NSX	191	3.3	7.3	2.6	4.3	2.7	573	476	35.8	25/32	1725	5.10.16
HYUNDAI												
i10 5dr hatch ★★★½☆												
1.0 SE	96	14.7	–	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch ★★★★☆												
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
i30 5dr hatch/estate ★★★½☆												
i30 N	155	6.4	14.8	5.6	6.1	3.1	271	260	27.4	31/43	1478	27.12.17
1.4 Premium SE	129	9.5	28.9	9.7	10.9	2.7	138	178	28.1	39/49	1423	13.9.17
Kona Electric 5dr SUV ★★★★☆												
64kWh P'm SE	104	6.7	17.4	5.8	3.5*	3.1	201	291	–	3.7/4.0†	1734	31.10.18
Santa Fe 5dr SUV ★★★½☆												
2.2 CRDi P'm SE	127	9.3	26.4	9.8	–	2.78	197	325	40.2	38/51	2003	6.3.19
Nexo 5dr SUV ★★★½☆												
Nexo	111	9.6	38.5	9.7	6.1*	2.88	161	291	–	42/60**	1852	12.6.19
JAGUAR												
F-Type 2dr convertible/3dr coupé ★★★★½												
V8 S Convertible	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.13
V6 S Coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.14
2.0 Coupé R-Dy	155	5.8	14.7	5.1	9.5	2.8	296	295	33.2	31/44	1640	22.11.17
XF 4dr saloon/5dr estate ★★★½☆												
R-Sport 2.0	136	9.4	26.1	9.0	16.1	2.9	178	317	44.1	47/56	1595	2.12.15
S'brake 300 R-S	155	6.6	16.8	6.2	10.6	2.81	296	295	44.1	24/37	1727	17.4.19
XE 4dr saloon ★★★★½												
R-Sport 2.0	147	7.6	19.0	6.9	13.3	2.7	197	206	33.8	30/49	1530	1.7.15
XJ 4dr saloon ★★★★☆												
3.0d LWB	155	6.3	16.5	6.6	3.6*	2.7	271	443	43.5	28/36	1960	9.6.10
E-Pace 5dr SUV ★★★½☆												
D180 AWD SE	127	9.9	30.9	10.5	14	3.6	178	317	45.8	36/49	1843	11.4.18
F-Pace 5dr SUV ★★★★☆												
2.0d AWD	129	9.2	30.9	9.7	7.4	–	178	317	41.3	37/40	1775	11.5.16
SVR	176	4.1	9.3	3.5	10.4	2.69	542	502	41.6	18/29	2070	24.7.19
I-Pace 5dr SUV ★★★★½												
EV400 S	124	4.5	11.0	3.5	2.0	2.8	394	512	–	1.8/2.4†	2133	12.9.18
JEEP												
Compass 5dr 4x4 ★★★☆☆												
2.0 M'jet 4x4 L'd	118	11.0	39.0	11.4	10.9	2.8	138	258	34.2	38/45	1540	3.10.18
Renegade 5dr 4x4 ★★★½☆												
2.0 M'jet 4x4 L'd	113	10.8	37.6	11.2	10.0	3.5	138	258	34.0	41/53	1502	28.10.15
Wrangler 5dr 4x4 ★★★★☆												
2.2 M'Jet-II Ov'd	112	9.0	29.9	9.1	–	2.37	197	332	38.3	29/38	2044	10.4.19
KIA												
Stinger 4dr saloon ★★★½☆												
2.0 T-GDI GT-LS	149	7.4	18.2	6.4	10.9	2.9	244	260	36.7	32/43	1717	25.4.18
Rio 5dr hatch ★★★½☆												
1.0 T-GDI 3 Eco	115	10.0	37.0	10.5	12.3	3.2	99	127	27.1	40/50	1228	1.3.17
Ceed 5dr hatch ★★★½☆												
1.6 CRDi 115 2	119	9.9	30.8	9.6	15.3	2.9	113	207	41.4	50/70	1388	29.8.18
Proceed 5dr shooting brake ★★★½☆												
1.4 T-GDi	127	9.5	28.1	8.9	13.2	2.87	138	179	24.1	34/43	1475	27.2.19
Xceed 5dr crossover ★★★½☆												
1.4 T-GDi	124	9.3	28.8	8.7	12.3	3.55	138	179	31.7	35/47	1452	20.11.19
Niro 5dr SUV ★★★½☆												
1.6 GDI DCT 2	101	9.7	30.0	9.5	12.8	3.5	139	108/125	31.9	49/50	1500	31.8.16
e-Niro First Ed'n	104	7.2	19.0	–	3.7*	2.70	201	291	–	3.5/3.6†	1776	1.5.19
Sportage 5dr SUV ★★★½☆												
1.7 CRDi ISG 2	109	12.1	46.4	13.1	16.8	3.3	114	207	34.4	50/51	1500	2.3.16
Sorento 5dr 4x4 ★★★½☆												
2.2 CRDi KX-4	128	9.3	28.6	9.4	5.7*	–	197	325	35.2	35/39	1953	8.4.15
LAMBORGHINI												
Huracán 2dr coupé ★★★★½												
Performante	201	2.9	5.9	2.0	4.9	3.0	630	442	24.5	17/22	1382	11.10.17
Aventador 2dr coupé ★★★★☆												
SVJ	217	2.9	6.1	2.2	5.0	2.65	759	531	33.7	12/21	1770	19.6.19
Urus 5dr SUV ★★★★☆												
Urus	190	3.3	7.8	2.8	–	2.70	641	627	43.0	19/29	2285	3.7.19
LAND ROVER												
Discovery Sport 5dr SUV ★★★★☆												
D180 AWD SE	125	10.3	35.2	10.5	10.7	3.54	177	317	39.8	31/48	2145	8.1.20
Range Rover 5dr SUV ★★★★½												
4.4 SDV8	135	7.0	19.0	6.7	3.8*	2.9	334	516	41.8	25/35	2625	12.12.12
Range Rover Velar 5dr SUV ★★★½☆												
D240 HSE	135	9.3	27.4	9.0	15.7	3.8	237	369	41.8	33/48	2089	30.8.17
Range Rover Sport 5dr SUV ★★★★½												
3.0 TDV6	130	7.8	22.5	7.5	12.2	3.1	255	442	43.1	33/42	2115	2.10.13
SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15

LEXUS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
LC 2dr coupé ★★★★☆												
LC500 Sport+	168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970	18.10.17
NX 5dr SUV ★★★☆☆												
300h	112	9.7	30.4	9.1	5.6*	2.7	194	na	–	32/38	1905	1.10.14
RC F 2dr coupé ★★★☆☆												
RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
ES 4dr saloon ★★★½☆												
300h Takumi	112	8.7	21.8	7.6	4.6*	2.91	215	na	–	42/49	1742	6.2.19
LS 4dr saloon ★★★☆☆												
500h Prem AWD	155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380	6.6.18

LOTUS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Elise 2dr roadster ★★★½☆												
Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16
Evora 2dr coupé ★★★★☆												
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé ★★★★½												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Ghibli 4dr saloon ★★★★☆												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Levante 5dr SUV ★★★☆☆												
Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16
S Granlusso	164	5.1	12.7	4.5	–	2.73	424	478	39.8	16/24	2232	8.5.19

MAZDA

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
2 5dr hatch ★★★★☆												
1.5 Sky'v-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 4dr saloon/5dr hatch ★★★★☆												
2.0 Skyactiv-X	134	9.1	24.7	9.1	14.7	2.89	177	165	29.1	40/57	1425	6.11.19
MX-5 2dr roadster ★★★★½												
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr SUV ★★★½☆												
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	–	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr SUV ★★★★☆												
2.2D Sport Nav	127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594	28.6.17

McLAREN

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
570S 2dr coupé ★★★★★												
3.8 V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
600LT Spider 2dr convertible ★★★★½												
3.8 V8	201	2.9	6.1	2.1	–	2.52	592	457	36.5	17/30	1404	22.5.19
720S 2dr coupé ★★★★★												
4.0 V8	212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420	24.5.17
Senna 2dr coupé ★★★★★												
4.0 V8	208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345	10.10.18
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/–	–	7.5.14

MERCEDES-AMG

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
C63 4dr saloon ★★★★½												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63 S C'vertible	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
C63 S Coupé	180	4.3	9.2	3.2	10.7	2.69	503	516	43.2	26/34	1745	24.4.19
CLS53 4dr saloon ★★★★☆												
CLS53 4Matic+	155	4.3	10.3	3.7	9.1	2.7	429	384	43.8	31/39	1980	17.10.18
GT 2dr coupé ★★★★☆												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
R	198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555	10.5.17
GT 4-Door Coupé 4dr coupé ★★★★½												
GT63 4Matic+	193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135	13.3.19
SLC 2dr convertible ★★★★½☆												
SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16
GLC 5dr SUV ★★★★½☆												
GLC63 S 4Mtic+	155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020	13.6.18

MERCEDES-BENZ

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
A-Class 5dr hatch ★★★★☆												
A200 Sport	139	8.7	22.4	7.9	–	3.2	161	184	33.6	39/57	1379	4.7.18
B-Class 5dr MPV ★★★★☆												
B180 Sport	132	8.4	23.5	8.3	–	2.73	134	148	33.6	33/51	1405	3.4.19
CLA 4dr saloon ★★★☆☆												
CLA 250	155	6.8	17.1	6.1	11.5	2.88	221	258	–	34/49	1555	21.8.19
C-Class 4dr saloon/5dr estate ★★★★☆												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé ★★★★☆												
E400 Coupé	155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845	14.6.17
S-Class 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG Coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr SUV ★★★½☆												
GLA220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLC 5dr SUV ★★★★☆												
GLC250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
G-Class 5dr SUV ★★★★☆												
G350d AMG Line	124	7.5	22.4	7.2	15.0	3.40	282	443	46.0	25/31	2451	17.7.19
GLS 5dr SUV ★★★½☆												
GLS 400d 4Matic	148	6.5	17.5	6.0	10.7	3.00	326	516	46.2	30/38	2634	12.2.20
X-Class 4dr pick-up ★★★½☆												
X250d 4Matic	109	11.2	38.9	11.6	–	3.2	187	332	31.3	27/36	2159	20.6.18
SL 2dr convertible ★★★★☆												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12

MG

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
3 5dr hatch ★★★½☆												
1.5 3Form Sp't	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
ZS 5dr SUV ★★★☆☆												
EV Exclusive	87	8.9	–	8.0	5.2*	3.60	141	260	–	2.7/3.1†	1556	4.12.19

MINI

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Mini 3dr hatch ★★★★½												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
C'per S Wks 210	146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235	6.12.17
Clubman 5dr hatch ★★★½☆												
Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Convertible 2dr convertible ★★★★½												
Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16
Countryman 5dr hatch ★★★½☆												
Cooper D	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17
Plug-in Hybrid	123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735	26.7.17

MITSUBISHI

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Eclipse Cross 5dr SUV ★★★☆☆												
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18
Outlander 5dr SUV ★★★½☆												
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	–	44/38	1810	16.4.14

MORGAN

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
3 Wheeler 2dr roadster ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/–	520	6.6.12

NISSAN

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Micra 5dr hatch ★★★★☆												
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17
DIG-T 117 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19
Juke 5dr SUV ★★★½☆												
1.0 DIG-T 117	112	11.9	44.8	11.8	16.3	3.10	115	148	28.2	38/46	1256	29.1.20
Qashqai 5dr SUV ★★★★½												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-Trail 5dr SUV ★★★½☆												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
GT-R 2dr coupé ★★★★½												
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16

NOBLE

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
M600 2dr coupé ★★★★½												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09

PEUGEOT

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
208 3/5dr hatch ★★★☆☆												
1.2 VTI Active	109	14.2	–	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch ★★★★☆												
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 4dr saloon ★★★★☆												
GT Bl'HDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18
2008 5dr SUV ★★★½☆												
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV ★★★½☆												
1.6 Bl'HDi GT L'e	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17
5008 5dr MPV ★★★½☆												
2.0 Bl'HDi GT L'e	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17

PORSCHE

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
718 2dr coupé/roadster ★★★★½												
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18
911 GT2 2dr coupé ★★★★☆												
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18
911 2dr coupé ★★★★½												
Carrera S	191	3.4	7.7	2.8	14.3	–	444	391	44.1	23/39	1515	29.5.19
918 Spyder 2dr coupé ★★★★★												
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 4dr saloon ★★★★★												
4S Diesel	177	4.1	10.3	3.8	–	3.0	416	627	50.7	32/43	2050	1.2.17
Macan 5dr SUV ★★★★½												
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14
Cayenne 5dr SUV ★★★★☆												
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18

RENAULT

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Twingo 5dr hatch ★★★½☆												
Dynamique	94	17.6	–	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14
Zoe 5dr hatch ★★★½☆												
Dynamique	84	12.3	–	13.9	9.1	2.9	87	162	7.8	4.0/3.4†	1468	31.7.13
Clio 5dr hatch ★★★★½												
TCe 100 Iconic	116	11.6	36.0	10.9	16.9	3.36	99	118	26.5	46/57	1138	27.11.19
Mégane 5dr hatch ★★★☆☆												
1.5 dCi Dyn. S Nav	116	11.1	35.2	11.1	13.2	2.8	108	192	33.9	47.2	1387	17.8.16
RS Trophy-R	163	5.6	12.8	4.6	6.8	2.67	296	295	27.1	26/38	1280	23.10.19
Grand Scenic 5dr MPV ★★★½☆												
dCi 130 Dyn. S Nav	118	11.4	35.8	11.3	10.2	3.4	129	236	32.1	47/61	1601	25.1.17
Kadjar 5dr SUV ★★★★☆												
dCi 115 Dyn. S Nav	113	14.5	–	14.6	17.2	2.3	108	192	35.0	52/69	1380	21.10.15
Koleos 5dr SUV ★★★☆☆												
dCi 175 4WD Sig.	126	9.8	31.3	10.1	14.3	2.9	175	280	–	34/38	1747	20.8.17

ROLLS-ROYCE

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Phantom 4dr saloon ★★★★★												
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18
Ghost 4dr saloon ★★★★☆												
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10
Wraith 2dr coupé ★★★★½												
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14
Dawn 2dr convertible ★★★★☆												
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16

SEAT

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Ibiza 5dr hatch ★★★★½												
SE Tech'y 1.0 TSI	113	10.0	34.1	10.0	10.1	3.0	94	129	27.2	45/56	1047	19.7.17
Leon 3/5dr hatch ★★★★☆												
Cupra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14
Arona 5dr SUV ★★★★☆												
SE Tech'y 1.0 TSI	107	10.5	–	10.6	11.9	3.1	94	129	26.2	37/41	1165	15.11.17
Ateca 5dr SUV ★★★★½												
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16

SMART

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Forfour Electric Drive 5dr hatch ★★½☆☆												
Prime Premium	81	13.2	–	14.5	10.6	2.8	80	118	–	3.1/3.9†	1200	23.8.17

SKODA

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Fabia 5dr hatch ★★★★☆												
1.2 TSI 90 SE-L	113	12.6	46	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15
Scala 5dr hatch ★★★½☆												
1.5 TSI 150 DSG	136	7.9	21.5	7.3	11.8	2.78	148	184	33.5	42/53	1200	31.7.19
Octavia 4dr saloon/5dr estate ★★★★☆												
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17
Superb 5dr hatch/estate ★★★★½												
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15
Karoq 5dr SUV ★★★½☆												
2.0 TDI 150 Scout	122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	1629	30.1.19
Kodiaq 5dr SUV ★★★★☆												
2.0 TDI Edition	121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	1751	23.11.16

SSANGYONG

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Tivoli XLV ★★★☆☆												
ELX auto	107	12.0	44.5	12.6	7.9	3.1	113	221	33.2	45/58	1425	14.9.16

SUBARU

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
XV 5dr SUV ★★★☆☆												
2.0i SE L'tronic	120	10.1	27.7	9.0	27.0	3.4	154	145	41.5	31/39	1451	28.2.18
Levorg 5dr estate ★★★☆☆												
GT 1.6i L'tronic	130	8.4	24.6	7.9	21.0	2.6	168	184	31.9	34/36	1537	13.1.16

SUZUKI

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Swift 5dr hatch ★★★½☆												
1.0 SZ5	121	10.5	33.0	10.3	11.8	2.9	110	125	26.3	45/56	925	17.5.17
Celerio 5dr hatch ★★★½☆												
1.0 SZ4	96	12.9	–	14.3	25.0	3.0	67	66	22.4	54/57	835	25.3.15
Baleno 5dr hatch ★★★½☆												
1.0T B'jet SZ5	124	9.8	29.5	9.7	11.2	2.9	110	125	26.3	50/55	950	3.8.16
SX4 S-Cross 5dr SUV ★★★½☆												
1.6 DDiS SZ4	111	10.0	32.6	10.1	8.9	2.6	118	236	35.1	57/67	1290	30.10.13
Jimny 3dr SUV ★★★½☆												
1.5 SZ5 Allgrip	90	11.9	–	11.6	15.1	4.4	100	95	19.8	29/35	1112	28.11.18
Vitara 5dr SUV ★★★½☆												
1.6 SZ5	112	9.5	29.8	9.5	15.5	–	118	115	24.3	49/47	1075	29.4.15

TESLA

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
Model 3 4dr saloon ★★★★☆												
St'd Range Plus	140	5.8	14.2	4.7	2.8	2.77	252	277	8.6	3.1/4.0†	1633	4.9.19
Model S 4dr saloon ★★★★½												
P90D	155	5.2	9.1	3.0	1.9	2.9	525	713	8.5	2.4/3.3†	2200	20.4.16
Model X 5dr SUV ★★★★☆												
90D	155	4.7	13.1	2.8	2.5	2.7	416	487	8.5	1.6/2.0†	2508	15.2.17

TOYOTA

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
**Yaris 3dr hatch

NEW CARS A TO Z

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ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★½☆☆☆ Appalling. Massively significant failings.
- ★☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ★★½☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★★☆☆☆ Off the pace. Below average in nearly all areas.
- ★★★½☆ Acceptable. About average in key areas, but disappoints.
- ★★★☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★★½ Good. Competitive in key areas.
- ★★★★☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★½ Excellent. Near class-leading in key areas and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open **£16,685–£25,485** ★★★½☆
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155
1.4 T-jet 180 Essesse	177	140	6.7	36.2	155

695 3dr hatch/2dr open **£23,895–£25,895** ★★★½☆
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

1.4 T-jet 180 Rivale	177	140	6.7	36.2	155

ALFA ROMEO

Giulietta 5dr hatch **£19,975–£25,730** ★★★☆☆
Long in the tooth but still seductive, shame it's not rounded or lavish enough. **LxWxH** 4351x1798x1465 **Kerb weight** 1305kg

1.4 TB 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125
2.0 JTDM-2 170	168	133	8.3	47.9	TBC

Giulia 4dr saloon **£33,595–£64,900** ★★★★½
Handsome and special dynamically but lacks finesse and only comes as an auto. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 BiTurbo Quadrifoglio	503	191	3.9	27.2	TBC

Stelvio 5dr SUV **£37,745–£70,900** ★★★★½
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 BiTurbo Quadrifoglio	503	197	3.8	TBC	TBC

ALPINA

B3 S 5dr touring **£63,000** ★★★★☆
Previously falling behind in the power stakes, but the recent facelift rectifies that. **LxWxH** 4632x1811x1431 **Kerb weight** 1705kg

3.0 BiTurbo	433	188-190	4.3	TBC	TBC

B4 S 2dr coupé/open **£73,100–£78,600** ★★★½☆
A retuned version of the 4 Series that feels more at home on the track than the road. **LxWxH** 4640x1825x1373 **Kerb weight** 1690kg

3.0 BiTurbo	433	189-190	4.2-4.3	TBC	TBC

B5 4dr saloon/5dr touring **£89,000–£91,000** ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

4.4 V8 BiTurbo	599	200-205	3.5-3.7	25.4	254

B7 4dr saloon **£121,850** ★★★★☆
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

4.4 V8 BiTurbo	599	205	4.2	24.4	265

D5 S 4dr saloon **£62,000** ★★★★☆
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. **LxWxH** 4956x1868x1466 **Kerb weight** 1870kg

3.0 BiTurbo	345	171	4.9	TBC	TBC

XD3 5dr SUV **£57,900** ★★★★☆
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

3.0 BiTurbo	330	158	4.9	TBC	TBC

ALPINE

A110 2dr coupé **£47,810–£56,810** ★★★★★
A much, much greater car and achievement than the sum of its parts suggest. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

1.8 Turbo	252	155	4.5	44.1	144
1.8 Turbo S	288	162	4.4	43.4	146

ARIEL

Atom 0dr open **£39,950** ★★★★½
Simple, purist concept remains but everything else has changed... for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

2.0 turbo	320	162	2.8	TBC	TBC

Nomad 0dr open **£38,000** ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

2.4 K24 i-VTEC	235	125	3.4	TBC	TBC

ASTON MARTIN

Vantage 2dr coupé **£123,850** ★★★★½
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

4.0 V8	503	195	3.5	11.6	TBC

DB11 2dr coupé/2dr open **£147,900–£174,995** ★★★★★
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

DBS Superleggera 2dr coupé/open **£225,000–247,500** ★★★★★
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

5.2 V12	715	211	3.7	13.5	TBC

Rapide AMR 4dr saloon **£194,950** ★★★★☆
The Rapide is one of the most elegant four-door sports cars in the world. **LxWxH** 5019x1929x1360 **Kerb weight** 1995kg

6.0 V12	599	205	4.2	TBC	TBC

AUDI

A1 Sportback 5dr hatch **£18,310–£27,230** ★★★½☆
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

1.0 25 TFSI	94	118	10.8	50.4	126-127
1.0 30 TFSI	114	126	9.5	49.6-52.3	121-129
1.5 35 TFSI	148	137	7.7	45.6-46.3	139-141
2.0 40 TFSI	197	146	6.5	39.8-40.4	158-160

A3 Sportback 5dr hatch **£23,300–£39,145** ★★★★☆
All the above but with the added convenience of five doors and a usefully larger boot. **LxWxH** 4313x1785x1426 **Kerb weight** 1180kg

1.0 30 TFSI	114	128	9.9	46.3-48.7	131-137
1.5 35 TFSI	148	137	8.2	42.2-43.5	146-152
2.0 40 TFSI	187	152	6.8	39.8-40.9	157-161
2.0 TFSI S3	298	155	4.7	33.6-34.9	184-190
1.6 30 TDI	114	126	10.4	49.6-51.4	144-148

A3 Saloon 4dr saloon **£25,020–£39,320** ★★★★☆
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4458x1796x1416 **Kerb weight** 1240kg

1.0 30 TFSI	114	131	9.9	46.3-48.7	132-139
1.5 35 TFSI	148	139	8.2	54.3-56.5	131-136
2.0 40 TFSI	187	155	6.8	39.8-40.9	155-160
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	131	10.4	51.4-54.3	137-143

A3 Cabriolet 2dr open **£31,095–£43,515** ★★★★☆
Compact, affordable, usable and refined. Strong performance, too. **LxWxH** 4423x1793x1409 **Kerb weight** 1380kg

1.5 35 TFSI	148	137	8.9	40.4-41.5	153-157
2.0 40 TFSI	187	155	7.2	38.7-39.8	161-165
2.0 TFSI S3	298	155	5.2	33.2	192-193

A4 4dr saloon **£29,260–£42,940** ★★★★☆
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

2.0 35 TFSI	148	139	8.6	40.4-40.9	155-159
2.0 40 TFSI	187	155	7.3	39.2-39.8	160-164
2.0 45 TFSI quattro	242	155	5.6	35.8-36.2	177-180
2.0 35 TDI	148	136	8.9	49.6-51.4	144-148
2.0 40 TDI quattro	187	146	7.4	49.6-51.4	144-150

A4 Avant 5dr estate **£30,660–£68,270** ★★★★☆
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

2.0 35 TFSI	148	136	8.9	39.2-39.8	160-164
2.0 40 TFSI	187	148	7.5	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	6.0	34.4-35.3	181-185
3.0 V6 TFSI RS4 Avant	448	155	4.1	29.1	219-220
2.0 35 TDI	148	132	9.2	45.6-47.1	157-163
2.0 40 TDI	187	143-144	7.6-7.9	43.5-44.1	167-171

A5 2dr coupé **£35,465–£69,660** ★★★★☆
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

2.0 35 TFSI	148	140	8.9	38.7-40.4	158-165
2.0 40 TFSI	187	150	7.2	38.7-40.4	158-165
2.9 V6 TFSI RS5 quattro	443	155	3.9	30.1	212-213
2.0 40 TDI	187	150	7.7	48.7-52.3	142-151
2.0 40 TDI quattro	187	146	7.4	44.8-46.3	160-165
3.0 V6 TDI S5 quattro	345	155	4.8	TBC	TBC

A5 Sportback 5dr coupé **£34,790–£69,660** ★★★★☆
Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

2.0 35 TFSI	148	139	9.1	38.2-39.8	160-167
2.0 40 TFSI	187	150	7.5	38.2-39.8	160-167
2.0 45 TFSI quattro	242	155	5.8	35.8-36.2	178-179
2.9 V6 TFSI RS5 Quattro	448	155	3.9	29.7	215-216
2.0 35 TDI	148	135	9.1	47.1-49.6	149-158
2.0 40 TDI	187	150	7.5	47.9-51.4	144-155
2.0 40 TDI quattro	187	146	7.6	44.1-45.6	162-167
3.0 V6 TDI quattro	345	155	4.9	TBC	TBC

A5 Cabriolet 2dr open **£39,395–£58,310** ★★★★☆
More practical than smaller options. Lower-powered, steel-sprung trim is best. **LxWxH** 4673x1846x1383 **Kerb weight** 1600kg

2.0 40 TFSI	187	150	7.9	36.7-37.2	173-174
2.0 45 TFSI quattro	242	155	6.5	34.0-34.4	186-187
2.0 40 TDI	187	150	8.4	45.6-46.3	161-164
2.0 40 TDI quattro	187	145	8.0	42.8-43.5	171-172

A6 4dr saloon **£39,860–£55,400** ★★★★☆
Supremely well-constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

2.0 45 TFSI quattro	242	155	6.0	33.6-34.0	188-192
3.0 55 TFSI quattro	335	155	5.1	30.1-30.7	209-212
2.0 40 TDI	201	152	8.1	47.1-48.7	153-158
2.0 40 TDI quattro	201	153	7.6	44.8-46.3	161-164
3.0 50 TDI quattro	282	155	5.5	38.7-39.2	188-191

A6 Avant 5dr estate **£41,960–£57,500** ★★★★☆
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

2.0 45 TFSI quattro	242	155	6.2	32.5-33.2	193-197
3.0 55 TFSI quattro	335	155	5.3	29.4-30.1	213-217
2.0 40 TDI	201	149	8.3	44.8-46.3	161-166
2.0 40 TDI quattro	201	150	7.8	43.5-44.8	166-170
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196

A7 Sportback 5dr coupé **£48,860–£79,385** ★★★½☆
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

2.0 45 TFSI quattro	242	155	6.2	32.8-33.6	190-195
3.0 55 TFSI quattro	335	155	5.3	29.7-30.1	214-215
2.0 40 TDI	201	152	8.3	45.6-47.9	155-164
2.0 40 TDI quattro	201	155	7.0	44.1-45.6	162-169
3.0 45 TDI quattro	227	155	6.5	37.7-38.2	193-195
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196
3.0 TDI S7 quattro	344	155	5.1	TBC	TBC

A8 4dr saloon **£71,200–£81,315** ★★★★☆
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

3.0 55 TFSI quattro	335	155	5.6	28.0-29.7	216-228
3.0 55 TFSI quattro LWB	335	155	5.7	27.7-28.8	223-232
3.0 50 TDI quattro	282	155	5.9	37.7-40.9	182-196
3.0 50 TDI quattro LWB	282	155	5.9	37.7-38.7	190-197

E-tron 5dr SUV **£72,270–£83,020** ★★★★½
A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

55 quattro 95kWh	403	124	5.4	TBC	0

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Q2 5dr SUV £23,395–£37,820 ★★★★☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 30 TFSI	114	122	10.3	44.8-46.3	137-142
1.5 35 TFSI	148	131	8.5	40.9-42.2	152-157
2.0 40 TFSI quattro	187	141	6.5	33.2-34.9	184-192
2.0 SQ2 TFSI	298	155	4.8	32.1-33.2	192-199
1.6 30 TDI	114	122	10.5	43.5-44.8	166-170
2.0 35 TDI quattro	148	131	8.1	44.1-46.3	160-168

Q3 5dr SUV £30,805–£47,130 ★★★½☆
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

1.5 35 TFSI	148	128-131	9.2-9.6	36.7-37.7	169-176
2.0 40 TFSI quattro	187	136	7.4	30.4-30.7	208-210
2.0 45 TFSI quattro	227	144	6.3	31.0	205-207
2.0 35 TDI	148	128	9.2	44.1-44.8	165-167
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	182-188
2.0 40 TDI quattro	188	137	8.0	37.7	196-197

Q3 Sportback 5dr SUV £36,365–£48,765 ★★★½☆
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

1.5 35 TFSI	148	126	9.6	47.9-48.7	134-132
2.0 45 TFSI quattro	227	144	6.5	37.7	171
2.0 35 TDI	148	126	9.3	50.4-51.4	148-146

Q5 5dr SUV £42,095–£55,035 ★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

2.0 45 TFSI quattro	242	147	6.4	30.4-32.5	198-211
2.0 40 TDI quattro	187	136	8.1	36.2-38.2	193-204
2.0 50 TFSI e	249	148	6.1	128.4	49
3.0 V6 TDI SQ5 quattro	342	155	5.1	TBC	TBC

Q7 5dr SUV £54,070–£95,060 ★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

3.0 V6 45 TDI quattro	228	142	7.3	32.5-33.6	220-228
3.0 V6 50 TDI quattro	282	152	6.3	32.1-33.2	221-231
4.0 V8 SQ7 TDI	429	155	4.8	37.2	200

Q8 5dr SUV £67,760–£104,990 ★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

3.0 V6 55 TFSI quattro	335	155	5.9	26.2-25.7	246-249
3.0 V6 50 TDI quattro	282	152	6.3	32.5-32.8	225-228
4.0 V8 SQ8 TDI	429	155	4.8	36.2	205

TT 2dr coupé £32,140–£53,905 ★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

2.0 40 TFSI	194	155	6.6	40.9	155-156
2.0 45 TFSI	242	155	5.8-5.9	39.8	161-162
2.0 45 TFSI quattro	242	155	5.2	35.3	181-182
2.0 TTS	302	155	4.5	34.9-35.3	182-183
2.5 TTRS	395	155	3.7	30.7-31.0	207-209

TT Roadster 2dr open £33,890–£55,655 ★★★★☆
Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

2.0 40 TFSI	194	155	6.9	39.8	160-162
2.0 45 TFSI	242	155	6.0-6.1	38.7	165-166
2.0 45 TFSI quattro	242	155	5.5	34.0-34.4	187-188
2.0 TTS	302	155	4.8	34.0	187-188
2.5 TTRS	395	155	3.9	29.7-30.1	213-215

R8 2dr coupé £128,295–£154,195 ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

5.2 V10 FSI quattro	532	198	3.5	21.4-21.6	297-298
5.2 V10 FSI Plus quattro	601	205	3.2	21.2-21.4	299-301

R8 Spyder 2dr open £136,985–£162,885 ★★★★☆
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

5.2 V10 FSI quattro	532	197	3.6	21.2	301-302
5.2 V10 FSI Plus quattro	601	204	3.3	20.9-21.1	304-305

BAC

Mono 0dr open £165,125 ★★★★½
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT	305	170	2.8	TBC	TBC

BENTLEY

Continental GT 2dr coupé £148,800–£159,900 ★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

4.0 V8	542	198	3.9	TBC	TBC
6.0 W12	626	207	3.6	24.1	308

Continental GTC 2dr open £163,700–£176,000 ★★★★½
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

4.0 V8	542	198	4.0	TBC	TBC
6.0 W12	626	207	3.7	20.2	317

Mulsanne 4dr saloon £234,000–£280,500 ★★★★☆
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. **LxWxH** 5575x1926x1521 **Kerb weight** 2685kg

6.75 V8	505	184	5.1-5.3	17.4	365
6.75 V8 Speed	530	190	4.9	17.4	365

Bentayga 5dr SUV £130,500–£182,200 ★★★★½
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

4.0 V8	542	171	4.5	21.7	296
6.0 W12 Speed	626	190	3.9	TBC	308

BMW

1 Series 5dr hatch £24,430–£36,430 ★★★★½
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

118i	138	132	8.5	40.9-45.6	114-121
M135i xDrive	302	155	4.8	34.4-35.8	155-157
116d	114	TBC	10.1-10.3	54.3-61.4	103
118d	148	134	8.4-8.5	54.3-57.6	108-111
120d xDrive	187	TBC	7.0	48.7-58.3	117-119

2 Series 2dr coupé £25,765–£53,260 ★★★★½
A proper compact coupé now. Could be better equipped, however. **LxWxH** 4432x1774x1418 **Kerb weight** 1420kg

218i	134	130	8.8-8.9	35.8-38.2	TBC
220i	181	143	7.2	36.2-38.2	TBC
230i	248	155	5.6	35.8-36.7	TBC
M240i	335	155	4.6-4.8	32.5	TBC
M2 Competition	404	155	4.2-4.4	28.2-29.1	TBC
218d	148	132	8.3-8.5	47.9-52.3	TBC
220d	187	143	7.1-7.2	47.1-50.4	TBC
220d xDrive	187	140	7.0	43.5-46.3	TBC
225d	220	151	6.3	46.3-47.9	TBC

2 Series Convertible 2dr open £28,965–£43,085 ★★★½☆
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. **LxWxH** 4432x1774x1413 **Kerb weight** 1440kg

218i	134	130	9.4-9.6	33.6-36.2	TBC
220i	181	143	7.7	34.4-35.8	TBC
230i	248	155	5.9	34.0-34.9	TBC
M240i	335	155	4.7-4.9	31.4	TBC
218d	148	132	8.8-9.0	45.6-47.9	TBC
220d	187	143	7.5-7.6	45.6-48.7	TBC
225d	220	151	6.5	44.1-44.8	TBC

2 Series Active Tourer 5dr hatch £25,565–£37,550 ★★★★☆
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. **LxWxH** 4342x1800x1555 **Kerb weight** 1360kg

218i	134	127	9.3	39.8-44.1	TBC
220i	181	142	7.4	37.2-38.7	TBC
225xe	248	125	6.7	88.3-100.9	TBC
216d	335	121	11.1	55.4-58.9	TBC
218d	148	129	9.0-9.1	49.6-55.4	TBC
220d	187	141	7.6	50.4-53.3	TBC
220d xDrive	187	138	7.5	47.9-51.4	TBC

2 Series Gran Tourer 5dr MPV £27,470–£37,750 ★★★★½
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. **LxWxH** 4556x1800x1608 **Kerb weight** 1475kg

218i	134	127	9.5-9.8	38.2-40.9	TBC
220i	181	137	7.8	35.3-36.2	TBC
216d	335	119	11.8	53.3-55.4	TBC
218d	148	127	9.6	47.9-51.4	TBC
220d	187	138	8.2	47.9-49.6	TBC
220d xDrive	187	135	8.0	45.6-47.1	TBC

3 Series 4dr saloon £32,565–£48,555 ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

320i	181	146	7.1	41.5-43.5	124-127
330i	254	155	5.8	38.2-41.5	134-139
330e	288	155	5.9	188.3-201.8	37-38
M340i xDrive	369	155	4.4	34.0-34.9	162
318d	148	132	8.3-8.4	52.3-55.4	109-116
320d	187	146	6.8-7.1	49.6-56.5	110-118
320d xDrive	187	144	6.9	47.1-49.6	119-121
330d	263	155	5.5	44.1-47.9	133-138
330d xDrive	263	155	5.1	42.2-47.1	136-140

3 Series Touring 5dr estate £35,235–£48,765 ★★★★½
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

330i	254	155	5.9	39.2-40.4	139-146
320d	188	142	7.1-7.9	49.6-50.4	115-121
320d xDrive	188	142	7.4	47.9-51.4	121-124
330d xDrive	261	155	5.4	42.8-43.5	142-146

4 Series 2dr coupé £34,805–£65,300 ★★★★☆
A talented GT and a brilliant B-road steer that is very well-equipped. **LxWxH** 4640x1825x1377 **Kerb weight** 1475kg

420i	181	146	7.3-7.5	35.3-37.7	TBC
420i xDrive	181	144	7.6-7.8	33.6-36.2	TBC
430i	248	155	5.8-5.9	34.9-37.2	TBC
440i	321	155	5.0-5.2	31.0-33.6	TBC
M4	425	155	4.1-4.3	27.7-28.5	TBC
M4 Competition pack	444	155	4.0-4.2	24.7-28.5	TBC
420d	187	146	7.2-7.4	46.3-50.4	TBC
420d xDrive	187	144	7.3	43.5-45.6	TBC
430d	254	155	5.5	40.9-42.2	TBC
430d xDrive	254	155	5.2	38.7-39.2	TBC
435d xDrive	308	155	4.7	39.2-40.4	TBC

4 Series Convertible 2dr open £41,495–£68,720 ★★★★☆
A talented gran tourer with the ability to remove the roof. What's not to like? **LxWxH** 4640x1825x1384 **Kerb weight** 1700kg

420i	181	146	8.2-8.4	34.0-35.8	TBC
430i	248	155	6.3-6.4	32.8-35.3	TBC
440i	321	155	5.4	29.7-30.4	TBC
M4	425	155	4.4-4.6	27.2-28.0	TBC
M4 Competition pack	444	155	4.3-4.5	26.9-28.0	TBC
420d	187	146	8.1-8.2	44.1-46.3	TBC
430d	254	155	5.9	39.2-39.8	TBC
435d xDrive	308	155	5.2	37.7-38.2	TBC

4 Series Gran Coupé 4dr coupé £34,755–£50,040 ★★★★☆
Essentially a prettier 3 Series. Good, but not better than the regular saloon. **LxWxH** 4640x1825x1404 **Kerb weight** 1520kg

420i	181	146	7.5-7.7	34.9-37.1	TBC
420i xDrive	181	144	7.8-8.1	33.2-25.8	TBC
430i	248	155	5.9	34.4-37.2	TBC
440i	321	155	5.1	30.7-31.7	TBC
420d	187	146	7.4-7.6	46.3-51.4	TBC
420d xDrive	187	144	7.5	43.5-46.3	TBC
430d	254	155	5.6	40.9-41.5	TBC
430d xDrive	254	155	5.3	38.2-39.2	TBC
435d xDrive	308	155	4.8	39.2-39.8	TBC

5 Series 4dr saloon £37,640–£98,100 ★★★★½
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

520i	181	146	7.8	38.2-40.4	TBC
530i	248	155	6.2	35.8-38.2	TBC
540i xDrive	335	155	4.8	29.4-31.4	TBC
M5	592	155	3.4	23.5-24.1	TBC
M5 Competition	616	155	3.3	23.5-24.1	TBC
530e	248	146	6.2	117.7-128.4	TBC
518d	148	132	8.8	47.1-52.3	TBC
520d	187	147	7.5	44.1-52.3	TBC
520d xDrive	187	144	7.6	43.5-48.7	TBC
530d	261	155	5.7	43.5-45.6	TBC
530d xDrive	261	155	5.4	39.2-41.5	TBC

5 Series Touring 5dr estate £39,890–£55,900 ★★★★½
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

520i	181	139	8.2	34.9-38.2	TBC
530i	248	155	6.5	34.0-36.7	TBC
540i xDrive	335	155	5.1	28.2-30.4	TBC
520d	187	147	7.8	44.1-47.9	TBC
520d xDrive	187	144	7.9	42.2-46.3	TBC
530d	261	155	5.8	40.9-43.5	TBC
530d xDrive	261	155	5.6	37.7-41.5	TBC

6 Series Gran Turismo 5dr hatch £43,910–£59,010 ★★★½☆
A large improvement on the 5GT and dynamically sound. Still an oddball, though. **LxWxH** 5007x1894x1392 **Kerb weight** 1720kg

630i	254	155	6.3	32.1-34.9	TBC
640i xDrive	335	155	5.3	26.9-29.1	TBC
620d	198	137	7.9	42.8-46.3	TBC
620d xDrive	198	135	8.0	40.4-44.8	TBC
630d	261	155	6.1	40.4-43.5	TBC
630d xDrive	261	155	6.0	37.2-40.9	TBC

7 Series 4dr saloon £69,565–£139,120 ★★★★☆
Rules on in-car entertainment and diesel sophistication; otherwise too bland. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

740i	338	155	5.5	31.7-34.0	TBC
750i xDrive	527	155	4.0	25.7-26.9	TBC
M760Li xDrive	583	155	3.8	20.8-21.6	TBC
730d	261	155	6.1	41.5-43.5	TBC
730d xDrive	261	155	5.8	39.2-40.9	TBC
740d xDrive	315	155	5.2	37.7-39.8	TBC
745e	283	155	5.1-5.2	104.6-141.2	TBC

8 Series 2dr coupé/2dr open £71,840–£107,220 ★★★★☆
Has dynamism to spare, but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

840i	335	155	5.0	33.2-33.6	TBC
M850i xDrive	523	155	3.7	26.2-26.9	TBC
840d xDrive	316	155	4.9	39.2-40.4	TBC

8 Series Gran Coupé 4dr saloon £69,340–£97,720 ★★★★☆
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

840i	335	155	5.2	31.7-33.2	TBC
M850i xDrive	523	155	3.9	24.4-24.6	TBC
840d xDrive	316	155	5.1	38.2-39.2	TBC

X1 5dr SUV £28,795–£38,145 ★★★★☆
Pick of the premium bunch but a tad unrefined and has ordinary handling. **LxWxH** 4439x1821x1598 **Kerb weight** 1395kg

sDrive18i	138	127	9.7	39.2-40.9	TBC
sDrive20i	189	138	7.4	36.7-38.2	TBC
xDrive20i	189	TBC	7.7	34.4-35.8	TBC
sDrive18d	148	126	9.3-9.4	47.9-49.6	TBC
xDrive18d	148	126	9.3-9.4	46.3-47.9	TBC
xDrive20d	187	136	7.8	45.6-47.9	TBC

X2 5dr SUV £29,725–£44,235 ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

sDrive18i	138	127	9.6	39.8-43.5	TBC
sDrive20i	189	141	7.7	37.2-39.8	TBC
xDrive20i	189	TBC	7.6	34.9-36.2	TBC
M35i	302	155	4.9	33.6-34.0	TBC
sDrive18d	148	129	9.3-9.8	47.9-52.3	TBC
xDrive18d	148	128	9.2	46.3-49.6	TBC
xDrive20d	185	137	7.7	45.6-50.4	TBC

X3 5dr SUV £40,355–£77,190 ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

xDrive20i	181	134	8.3	29.4-31.4	TBC
M40i	355	155	4.8	25.7-26.6	TBC
X3M Competition	503	155	4.1	26.9	TBC
xDrive20d	187	132	8.0	39.2-41.5	TBC
xDrive30d	261	149	5.8	36.7-38.7	TBC
M40d	321	155	4.9	35.3-36.7	TBC

X4 5dr SUV £44,875–£80,110 ★★★½☆
Downsized X6 is respectable enough if not loveable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

M40i	336	155	4.9	25.9-26.9	TBC
X4M Competiton	503	155	4.1	26.7	TBC
xDrive20d	187	131	8.0	39.2-41.5	TBC
xDrive30d	254	145	5.8	36.7-40.9	TBC
M40d	322	155	4.9	35.3-27.2	TBC

X5 5dr SUV £57,640–£74,170 ★★★★☆
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

xDrive40i	335	155	5.5	25.0-27.2	TBC
xDrive45e	282	TBC	5.6	188.3-235.4	TBC
M50i	523	155	4.3	22.6-23.2	TBC
xDrive30d	261	130	6.8	34.0-37.7	TBC
M50d	395	155	5.3	32.5-33.6	TBC

X6 5dr SUV £59,340–£76,870 ★★★½☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

xDrive40i	338	155	5.5	26.4-28.5	TBC
M50i	523	155	4.3	23.0-23.5	TBC
xDrive30d	254	143	6.7	32.5-33.6	TBC
M50d	375	155	5.2	29.4-30.1	TBC

X7 5dr SUV £72,315–£90,935 ★★★★☆
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

xDrive40i	338	155	6.1	24.6-24.8	TBC
M50i	523	155	4.7	21.6-21.9	TBC
xDrive30d	262	155	7.0	32.8-33.6	TBC
M50d	398	155	5.4	31.0-31.4	TBC

i3 5dr hatch £35,350–£37,840 ★★★★½
Our favourite high-end small car happens to be an EV, and it could change motoring. **LxWxH** 3999x1775x1578 **Kerb weight** 1245kg

120Ah	167	93	7.3	TBC	0
120Ah S	180	99	6.9	TBC	0

i8 2dr coupé/roadster £115,105–£127,105 ★★★★☆
If BMW's plug-in hybrid is what the future of the sports car looks like, we welcome it. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

1.5 eDrive	374	155	4.4-4.6	128.4	TBC

Z4 2dr coupé £37,115–£49,185 ★★★★☆
Better to drive than ever, but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

sDrive20i	195	155	6.6	38.7-39.8	TBC
sDrive30i	255	155	5.4	37.7-38.7	TBC
M40i	338	155	4.6	33.2	TBC

CADILLAC

CTS-V 4dr saloon £85,428 ★★★★☆
Eat your heart out, Germany - but lacks handling finesse of its European rivals. **LxWxH** 5050x1863x1447 **Kerb weight** 1850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8 RWD	640	199	3.7	TBC	TBC

Escalade 5dr SUV £93,260 ★★☆☆☆
Cadillac's luxury SUV remains too large and ungainly for the UK. **LxWxH** 5179x2061x1896 **Kerb weight** 2635kg

6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC

CATERHAM

Seven 2dr open £26,490-£53,885 ★★★★½
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. **LxWxH** TBC **Kerb weight** 490kg

1.6 Sigma Ti-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma Ti-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC

CHEVROLET

Camaro 2dr coupé/convertible £35,770-£47,850 ★★★½☆
An affordable American muscle car, but LHD only and less usable and unrefined. **LxWxH** 4784x1897 **Kerb weight** 1539kg

2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC

Corvette 2dr coupé/open £72,945-£100,305 ★★★½
LHD only and less usable and less able than rivals, but disarming and inimitable. **LxWxH** 4492x1872x1239 **Kerb weight** 1539kg

6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC

CITROEN

C-Zero 5dr hatchback £20,520 ★★★☆☆
Well-engineered electric city car, but too expensive and lacks the range of rivals. **LxWxH** 3475x1475x1600 **Kerb weight** 1120kg

Electric	64	80	15.9	TBC	0

C1 3dr hatch/5dr hatch £10,140-£14,110 ★★★½☆
Slightly cheaper than its Toyota sibling but less visually charming. **LxWxH** 3455x1615x1460 **Kerb weight** 855kg

1.0 VTi 72	71	99	12.6	TBC	TBC

C3 5dr hatchback £13,050-£19,310 ★★★½☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHDi 100	96	115	10.6	TBC	TBC

C3 Aircross 5dr hatchback £16,655-£21,245 ★★★½☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHDi 100	96	109	12.8	TBC	TBC

C4 Cactus 5dr hatchback £19,070-£23,335 ★★★½☆
Interesting and novel to look at but flawed to drive. **LxWxH** 4157x1729x1480 **Kerb weight** 965kg

1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC
1.6 BlueHDi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHDi 120	118	125	8.7	TBC	TBC

C4 Spacetourer 5dr MPV £22,780-£31,270 ★★★★☆
Plushness and an improved dynamic make for a better car. **LxWxH** 4438x1826x1610 **Kerb weight** 1280kg

1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHDi 130	126	130	10.4	TBC	TBC
1.6 BlueHDi 160	158	131	8.9	TBC	TBC

Grand C4 Spacetourer 5dr MPV £24,880-£33,070 ★★★★☆
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. **LxWxH** 4602x1826x1638 **Kerb weight** 1297kg

1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHDi 130	126	130	11.3	TBC	TBC
1.6 BlueHDi 160	158	130	9.2	TBC	TBC

C5 Aircross 5dr SUV £23,830-£32,730 ★★★½☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHDi 130	129	117	10.4	TBC	TBC
1.5 BlueHDi 180	174	131	8.6	TBC	TBC

Berlingo 5dr MPV £19,430-£26,650 ★★★★½
Boxy, slightly quirky and immensely practical van-based car returns to top form. **LxWxH** 4403x1921x1849 **Kerb weight** 1398kg

1.2 PureTech 110	108	109	11.5	37.5-42.4	TBC
1.5 BlueHDi 75	75	95	16.5	TBC	TBC
1.5 BlueHDi 100	101	109	12.3	TBC	TBC
1.5 BlueHDi 130	128	116	10.3	TBC	TBC

CUPRA

Ateca 5dr hatch £35,900-£41,175 ★★★½☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

2.0 TSI 300	296	153	5.2	TBC	TBC

DACIA

Sandero 5dr hatch £6995-£11,595 ★★★☆☆
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. **LxWxH** 4069x1733x1519 **Kerb weight** 969kg

1.0 SCe 75	71	98	14.2	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.9	TBC	TBC

Sandero Stepway 5dr hatch £9195-£12,055 ★★★½☆
A more expensive and slightly more rugged cheap car - but still limited. **LxWxH** 4089x1761x1555 **Kerb weight** 1040kg

1.0 SCe 75	73	98	15.1	TBC	TBC
0.9 TCe 90	87	104	11.1	TBC	TBC
1.5 dCi 95	93	106	13	TBC	TBC

Logan MCV 5dr estate £8495-£13,095 ★★★☆☆
Lacks its stablemates' charms but retains their cheapness. **LxWxH** 4501x1733x1552 **Kerb weight** 980kg

1.0 SCe 75	71	98	14.7	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.8	TBC	TBC

Logan MCV Stepway 5dr estate £12,695-£15,155 ★★★☆☆
Given a rugged makeover but still lacks charm. Extremely practical, though. **LxWxH** 4528x1761x1559 **Kerb weight** 1090kg

0.9 TCe 90	87	106	12.4	TBC	TBC
1.5 dCi 95	93	111	13.0	TBC	TBC

Duster 5dr SUV £10,995-£19,955 ★★★½☆
A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4315x2000x1625 **Kerb weight** 1147kg

1.0 TCe 100 4x2	99	105	12.5	TBC	TBC
1.3 TCe 130 4x2	128	118	11.1	TBC	TBC
1.3 TCe 150 4x4	148	121	10.6	TBC	TBC
1.5 dCi 115 4x2	111	111	10.5	TBC	TBC
1.5 dCi 115 4x4	111	108	12.1	TBC	TBC

DS

3 3dr hatch/2dr open £19,480-£23,480 ★★★★☆
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. **LxWxH** 3948x1715x1483 **Kerb weight** 1090kg

1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC

3 Crossback 5dr SUV £24,555-£34,705 ★★★½☆
First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

1.2 PureTech 100	98	112	10.9	46.0-52.0	TBC
1.2 PureTech 130	128	124	9.2	42.2-47.1	TBC
1.2 PureTech 155	153	129	8.2	41.7-45.7	TBC
1.5 BlueHDi 100	98	112	11.4	54.4-62.7	TBC

7 Crossback 5dr SUV £27,435-£44,120 ★★★½☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC

FERRARI

Portofino 2dr open £166,551 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

3.9T V8	591	199	3.5	14.7-28.0	230-436

488 2dr coupé/open £197,418-£278,850 ★★★★★
Calm ride mixed with explosive performance. **LxWxH** 4568x1952x1213 **Kerb weight** 1475kg

3.9T V8 GTB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430

F8 Tributo 2dr coupé £203,476 ★★★★★
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

3.9T V8 Tributo	710	211	2.9	TBC	TBC

GTC4 Lusso 2dr coupé £200,890-£243,126 ★★★★½
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. **LxWxH** 4922x1980x1383 **Kerb weight** 1865kg

3.9T V8	592	198	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648

812 Superfast 2dr open £263,033 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

6.5 V12	777	211	2.9	11.2-20.0	320-572

FIAT

500 3dr hatch/2dr open £12,165-£20,995 ★★★½☆
Super desirable, super-cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC

500L 5dr MPV £17,910-£18,210 ★★★☆☆
A costly option but has some style to fill out some of its missing substance. **LxWxH** TBC **Kerb weight** TBC

1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC

500X 5dr hatch £18,500-£24,700 ★★★½☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** TBC

1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC

Panda 5dr hatch £10,080-£16,580 ★★★½☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

1.2 69hp	68	96-102	14.2-14.5	44.8	TBC
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	TBC

Tipo 5dr hatch £14,905-£19,575 ★★★½☆
A 90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

1.4 95	93	115	12.1	36.2-36.7	TBC
1.4 T-Jet 120	118	124	9.6	36.7	TBC
1.6 Multijet II 120	118	124	9.8-10.2	48.7-51.4	TBC

Tipo Station Wagon 5dr estate £15,905-£17,905 ★★★½☆
Estate version is more practical, which mixes well with its driving characteristics. **LxWxH** 4571x1792x1514 **Kerb weight** 1205kg

1.4 95	93	115	12.3	36.2	TBC
1.4 T-Jet 120	118	124	9.8	34.4-36.7	TBC
1.6 Multijet II 120	118	124	10.1-10.4	48.7-50.4	TBC

FORD

Ka+ 5dr hatch £11,300-£15,050 ★★★½☆
The Ka gets two extra doors, and it's a breath of fresh air for the range. **LxWxH** 3929x1910x1524 **Kerb weight** 1055kg

1.2 Ti-VCT 70	69	99	15.3	48.7	TBC
1.2 Ti-VCT 85	83	105	13.3	43.5-47.9	TBC
1.5 TDCi 95	93	111	11.4	56.5-60.1	TBC

Fiesta 3dr/5dr hatch £15,995-£26,495 ★★★★½
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

1.1 Ti-VCT 85	83	105	14.0	44.8-48.7	TBC
1.0T Ecoboost 100	98	111-113	10.5-12.2	40.4-50.4	TBC
1.0T Ecoboost 125	123	121	9.9	46.3-49.6	TBC
1.0T Ecoboost 140	138	125	9.0	46.3-48.7	TBC
1.5T Ecoboost 200 ST	197	144	6.5	40.4	TBC
1.5 TDCi Duratorq 85	83	108	12.5	55.4-60.1	TBC

Focus 5dr hatch £18,545-£31,995 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

1.0T Ecoboost 85	84	110	13.5	44.1-49.6	TBC
1.0T Ecoboost 100	99	116	12.1	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-124	10-11.7	37.7-49.6	TBC
1.5T Ecoboost 150	148	127-130	8.8-9.7	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.3-8.4	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.7	34.3	179
1.5 EcoBlue 95	94	114	11.4	56.5-64.2	TBC
1.5 EcoBlue 120	118	117-122	10.0-10.8	49.6-62.8	TBC
2.0 EcoBlue 150	148	127-130	8.5-9.3	44.1-57.6	TBC

Focus Estate 5dr estate £19,645-£33,095 ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

1.0T Ecoboost 85	84	109	13.9	44.1-49.6	TBC
1.0T Ecoboost 100	99	115	12.7	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-120	11.2-12.2	37.7-49.6	TBC
1.5T Ecoboost 150	148	129-130	8.9-9.2	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.8	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.9	TBC	TBC
1.5 EcoBlue 95	94	112	11.8	56.5-64.2	TBC
1.5 EcoBlue 120	118	116-120	10.3-11.1	49.6-62.8	TBC
1.5 EcoBlue 150	148	126-129	8.7-9.5	44.1-57.6	TBC

Mondeo 5dr hatch/4dr saloon £21,495-£32,595 ★★★★☆
Does what great Fords do, by over-delivering on practicality, handling and value. **LxWxH** 4871x1852x1482 **Kerb weight** 1455kg

1.5 SCTi Ecoboost 165	162	133-138	9.1-9.2	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	131-133	10.7-10.9	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mondeo Estate 5dr estate £23,295-£34,095 ★★★★☆
A vast and enjoyable estate that majors on everything a great Ford should. **LxWxH** 4867x1852x1501 **Kerb weight** 1476kg

1.5 SCTi Ecoboost 165	162	135	9.2-9.3	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	128-130	10.8-11.1	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mustang 2dr coupé/open £38,795-£51,045 ★★★★☆
American muscle built for the UK. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

2.3 Ecoboost	286	145	5.8	30.1-32.5	TBC
5.0 V8	444	155	4.8	23.2-25.7	TBC
5.0 V8 Bullitt	453	163	4.6	23.9	TBC

C-Max 5dr MPV £22,300-£28,795 ★★★½☆
A fun-to-drive and easy-to-live-with five-seat MPV. **LxWxH** 4379x1828x1610 **Kerb weight** 1391kg

1.0T Ecoboost 100	98	108	12.6	37.2-42.2	TBC
1.0T Ecoboost 125	123	116	11.4	37.2-42.2	TBC
1.5T Ecoboost 150	148	134	10.2	30.4-33.6	TBC
1.5 TDCi Duratorq 120	118	113-114	11.3-12.4	41.5-48.7	TBC

Grand C-Max 5dr MPV £23,900-£30,460 ★★★★☆
Mid-sized Ford handles well and can be had in five- or seven-seat form. Good value, too. **LxWxH** 4379x1828x1610 **Kerb weight** 1493kg

1.0T Ecoboost 100	98	107	13.6	37.2-39.8	TBC
1.0T Ecoboost 125	123	115	12.2	37.2-39.8	TBC
1.5T Ecoboost 150	148	123	10.2	30.4-32.1	TBC
1.5 TDCi Duratorq 120	118	111-112	12.3-13.4	41.5-45.6	TBC

S-Max 5dr MPV £30,490-£42,470 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

2.0 TDCi EcoBlue 150	148	123	10.3	34.0-53.3	TBC
2.0 TDCi EcoBlue 190	188	129	9.5	35.8-48.7	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	9.8	31.7-46.3	TBC

Galaxy 5dr MPV £33,210-£39,070 ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

2.0 TDCi EcoBlue 150	148	122-123	10.9	33.6-52.3	TBC
2.0 TDCi EcoBlue 190	188	129-131	9.6-9.8	35.8-52.3	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	10.6	31.7-44.8	TBC

Ecosport 5dr SUV £17,850-£23,000 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

1.0T Ecoboost 100	98	105	11.9	39.8-44.1	TBC
1.0T Ecoboost 125	123	111	11.0-11.6	34.4-44.1	TBC
1.0T Ecoboost 140	138	115	10.2	39.8-43.5	TBC
1.5 TDCi EcoBlue 100	99	105	13.6	48.7-56.5	TBC

Kuga 5dr SUV £23,375-£37,200 ★★★★½
Bigger and sharper-looking than before but still retains its taut, responsive handling. **LxWxH** 4524x1838x1689 **Kerb weight** 1560kg

1.5 Ecoboost 120	118	112	12.5	34.9-35.3	TBC
1.5 Ecoboost 150	148	121	9.7	28.2-35.3	TBC
1.5 Ecoboost 176 AWD	174	124	10.1	28.5-29.1	TBC
1.5 TDCi 120	118	106-108	12.4-12.7	44.1-46.3	TBC
1.5 TDCi 150	148	119-121	9.9-10.1	37.2-39.2	TBC
1.5 TDCi 180 AWD	177	124-126	9.2-10.0	35.3-38.7	TBC

Edge 5dr SUV £37,020-£46,035 ★★★½☆
Mid-sized, US-developed SUV joins Ford's fleet to take on Europe's big SUVs. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

2.0 EcoBlue 150	148	129	11.2	38.2-42.2	TBC
2.0 EcoBlue 238	235	134	9.6	34.4-41.5	TBC

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

3.5 V6 Ecoboost	650	216	3.0	TBC	TBC

Ranger 4dr pick-up £25,924-£48,784 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec, but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	TBC	201-233
3.2 Duratorq TDCi 200	197	109	10.6	32.1-36.2	221-231

GINETTA

G40 Club Car 2dr coupé £35,000 (+champ pack) ★★★½☆
A balanced, affordable and fine-looking track-day car. Some of the finish isn't quite up to snuff. **LxWxH** TBC **Kerb weight** 840kg

1.8 Zetec	135	125	TBC	TBC	TBC

HONDA

Jazz 5dr hatch £14,600-£19,810 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 3995x1694x1550 **Kerb weight** 1066kg

1.3 i-VTEC	99	113-118	11.2-12.3	48.7	TBC
1.5 i-VTEC	128	113-118	8.7-10.1	42.8	TBC

Civic 5dr hatch £19,305-£34,075 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

1.0 VTEC Turbo 126PS	124	125-126	10.2-11.2	47.9	TBC
1.5 VTEC Turbo 182PS	179	125-136	8.2-8.5	46.3	TBC
1.6 i-DTEC 120PS	118	125	10.1	62.8	TBC
2.0 VTEC Turbo Type R	315	169	5.8	33.2	TBC

Civic 4 Door 4dr saloon £19,905-£28,155 ★★★★☆
Saloon bodystyle gives Civic a more upmarket feel, without hurting its refined drive. **LxWxH** 4648x1799x1416 **Kerb weight** 1314kg

1.0 VTEC Turbo 126PS	124	130	10.7	47.9	TBC
1.6 i-DTEC 120PS	118	125	9.9	64.2	TBC

HR-V 5dr SUV £20,040-£29,615 ★★★½☆
Cleverly packaged and comfortable. Bland performance and forgettable, though. **LxWxH** 4294x1772x1605 **Kerb weight** 1241kg

1.5 i-VTEC 130PS	128	116-119	10.2-11.4	42.2	TBC
1.5 i-VTEC Turbo 182PS	180	134	7.8	47.1-47.9	TBC
1.6 i-DTEC	120	119	10.0	54.3-56.5	TBC

CR-V 5dr SUV £26,310-£38,830 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

1.5 i-VTEC	171	130	9.3	38.7	TBC
1.5 i-VTEC AWD	171	124-129	9.8-10.0	32.5-36.2	TBC
2.0 i-MMD hybrid	181	112	9.2	40.9	TBC

NSX 2dr coupé £144,755 ★★★★½
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

3.5 V6 hybrid	573	191	2.9	TBC	TBC

HYUNDAI

i10 5dr hatch £9895-£14,425 ★★★★☆
Prioritises maturity over fun, resulting in a car that is practical and well-priced. **LxWxH** 3665x1660x1500 **Kerb weight** 933kg

1.0 DOHC	64	97	14.7	50.4	TBC
1.2 DOHC	84	103-109	12.1-13.8	40.9-46.3	TBC

i20 5dr hatch £13,995-£18,645 ★★★★☆
Combines decent performance with good practicality and running costs. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

1.0 T-GDI 100	98	113-117	10.8-11.4	47.9-49.6	TBC
1.0 T-GDI 120	118	118	10.2	46.3	TBC
1.2 MPI 75	74	99	13.6	46.3	TBC
1.2 MPI 84	83	106	12.8	45.6-46.3	TBC

i30 5dr hatch £17,125-£29,495 ★★★½☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

1.0 T-GDi 120	118	118	11.1	45.6	TBC
1.4 T-GDi 140	138	127-130	8.9-9.2	42.2-46.3	TBC
1.6 CRDi 115	113	118	11.0-11.2	58.9-60.1	TBC
2.0 T-GDi 250 N	247	155	6.4	34.9	TBC
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	TBC

i30 Fastback 4dr saloon £20,435-£29,995 ★★★½☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

1.0 T-GDi 120	118	117	11.5	54.3	TBC
1.4 T-GDi 140	138	129	9.2	49.6-52.3	TBC
2.0 T-GDi 275 N	272	155	6.1	34.0	TBC

i30 Tourer 5dr estate £17,625-£26,125 ★★★½☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

1.0 T-GDi 120	118	117	11.4	47.9-49.6	TBC
1.4 T-GDi 140	138	126-129	9.2-9.5	44.8-46.3	TBC
1.6 CRDi 110	108	117	11.3	58.9-60.1	TBC
1.6 CRDi 136	134	123	10.9	56.5-57.6	TBC

i40 4dr saloon £22,995-£29,125 ★★★½☆
Useful, inoffensive and well-priced, but don't expect any fireworks. **LxWxH** 4745x1815x1470 **Kerb weight** 1497kg

1.6 GDI 135	133	122	11.5	39.2	TBC
1.6 CRDi 115	113	117	12.0	56.6	TBC
1.6 CRDi 136	134	122	10.8-11.5	54.3	TBC

i40 Tourer 5dr estate £21,610-£29,630 ★★★½☆
A practical estate but still rather dull and ordinary. **LxWxH** 4775x1815x1470 **Kerb weight** 1514kg

1.6 GDI 135	133	121	11.6	38.2	TBC
1.6 CRDi 115	113	116	12.2	54.6	TBC
1.6 CRDi 136	134	121-122	11.0-11.7	52.3	TBC

Ioniq 5dr hatch £21,790-£32,045 ★★★½☆
First attempt at electrification for the masses is a good effort. **LxWxH** 4470x1820x1450 **Kerb weight** 1370kg

1.6 Hybrid 141	139	115	10.8-11.1	61.4-62.8	TBC
1.6 Plug-in Hybrid 141	139	110	10.6	247.8	TBC
Electric Motor

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120 2WD	118	112	12.0	44.1-44.8	TBC
1.6 T-GDi 177PS 4WD	175	127	7.9	34.0-33.6	TBC
1.6 CRDi 115 2WD	113	114	10.7	55.4-56.5	TBC
1.6 CRDi 136 2WD	134	119	10.2	52.3	TBC
Electric 39kWh	134	96	9.6	TBC	0
Electric 64kWh	201	104	7.6	TBC	0

Nexo 5dr SUV £65,995 ★★★½☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

95kW fuel cell	161	130	9.6	42mpkg	0

Tucson 5dr SUV £22,045-£34,945 ★★★½☆
Classy, roomy cabin and predictable handling. A very competitive SUV. **LxWxH** 4475x1850x1650 **Kerb weight** 1379kg

1.6 GDi 132PS	130	113	11.5	35.3	TBC
1.6 T-GDi 177PS	175	125-126	8.9-9.2	34.9-36.2	TBC
1.6 CRDi 115PS	113	109	13.7	48.7-49.6	TBC
1.6 CRDi 136PS	134	114-116	10.6-12.0	45.6-47.1	TBC
2.0 CRDi 185PS	182	125	9.5	40.9	TBC

Santa Fe 5dr SUV £33,425-£43,295 ★★★½☆
Another big Korean SUV with lots of space for not a lot of cash. Slick and comfy. **LxWxH** 4700x1880x1675 **Kerb weight** 1939kg

2.2 CRDi 200	197	127	9.3-9.4	38.7-43.5	TBC
2.2 CRDI 200 AWD	197	127	9.4-9.5	38.7-40.4	TBC

JAGUAR

XE 4dr saloon £31,505-£45,640 ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4672x1967x1416 **Kerb weight** 1450kg

2.0d 163	160	132-133	8.3-8.9	47.8-50.7	TBC
2.0d 180	177	140	7.6-7.9	45.7-51.1	TBC
2.0d 180 AWD	177	140	7.8	40.8-44.7	TBC
2.0d 240 AWD	236	155	6.1	38.9-42.5	TBC
2.0t 200	197	148	7.2	32.5-35.1	TBC
2.0t 250	246	155	6.2	32.6-25.1	TBC
2.0t 300 AWD	295	155	5.4	30.0-33.2	TBC

XF 4dr saloon £34,950-£53,035 ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1987x1457 **Kerb weight** 1545kg

2.0d 163	160	132	8.7	46.1-50.4	TBC
2.0d 180	177	136	8.0-8.1	44.8-50.9	TBC
2.0d 180 AWD	177	136	8.4	40.2-44.4	TBC
2.0d 240 AWD	236	153	6.5	38.5-42.7	TBC
3.0d V6 300	295	155	6.2	40.8-43.2	TBC
2.0t 250	246	152	6.6	31.5-34.4	TBC
2.0t 300 AWD	295	155	5.8	29.9-32.6	TBC

XF Sportbrake 5dr estate £37,390-£55,035 ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4954x1987x1496 **Kerb weight** 1660kg

2.0d 163	160	136	9.3-9.4	45.8-48.2	TBC
2.0d 180	177	138	8.8	44.0-48.4	TBC
2.0d 180 AWD	177	136	8.9	39.3-43.1	TBC
2.0d 240 AWD	236	150	6.7	37.8-41.5	TBC
3.0d V6 300	295	155	6.6	40.1-42.1	TBC
2.0t 250	246	150	7.1	30.8-33.3	TBC
2.0t 300	295	155	6.1	28.9-31.0	TBC

XJ 4dr saloon £62,360-£83,105 ★★★★☆
Mixes dynamism and refinement so well, but not as spacious or cosseting as some. **LxWxH** 5130x1899x1460 **Kerb weight** 1835kg

3.0d V6 300	295	155	6.2	35.7-36.3	TBC

F-Type 2dr coupé £51,925-£113,085 ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

2.0t 300	295	155	5.7	30.3-31.2	TBC
3.0s V6 340	335	161	5.3-5.7	25.1-28.3	TBC
3.0s V6 380	374	171	4.9-5.5	24.6-26.6	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.3	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-25.9	TBC
5.0s V8 575 SVR AWD	567	200	3.7	25.5	TBC

F-Type Convertible 2dr open £57,405-£118,575 ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

2.0t 300	295	155	5.7	30.4-31.1	TBC
3.0s V6 340	335	161	5.3-5.7	27.4-27.9	TBC
3.0s V6 380	374	171	4.9-5.5	25.9-26.2	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.4	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-26.0	TBC
5.0s V8 575 SVR AWD	567	195	3.7	25.5	TBC

E-Pace 5dr SUV £28,930-£46,060 ★★★★☆
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

2.0 D150	148	124	9.5	39.1-42.6	TBC
2.0 D150 AWD	148	120	9.9-10.1	36.3-41.7	TBC
2.0 D180 AWD	177	127-128	8.7-9.4	36.1-41.1	TBC
2.0 D240 AWD	236	139	7.0	34.5-36.9	TBC
2.0 P200 AWD	198	134	7.7	27.8-30.1	TBC
2.0 P250 AWD	245	143	6.6	27.1-29.5	TBC
2.0 P300 AWD	295	151	5.9	26.2-28.1	TBC

F-Pace 5dr SUV £36,520-£74,835 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4746x2070x1667 **Kerb weight** 1690kg

2.0d 163	160	121	10.2	40.9-44.8	TBC
2.0 20d 180	177	129	8.5	39.9-43.4	TBC
2.0 20d 180 AWD	177	129	8.7	36.8-40.0	TBC
2.0 25d 240 AWD	236	135	7.2	35.4-38.5	TBC
3.0 V6 30d 300 AWD	295	150	6.2	34.2-36.6	TBC
2.0 25t 250 AWD	246	135	6.8	27.2-29.2	TBC
2.0 30t 300 AWD	295	145	6.0	26.2-28.0	TBC
5.0 V8 SVR 550 AWD	548	176	4.1	22.1	TBC

I-Pace 5dr SUV £64,495-£74,995 ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

EV400	398	124	4.5	TBC	0

JEEP

Compass 5dr SUV £23,755-£35,325 ★★★☆☆
Wants to be a catch-all crossover, but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

1.4 Multiair II 140	138	119	9.9	TBC	TBC
1.4 Multiair II 170 4WD	167	124	9.5	TBC	TBC
1.6d MultiJet II 120	118	115	11.0	TBC	TBC
2.0d MultiJet II 140 4WD	138	118	10.1	TBC	TBC
2.0d MultiJet II 170 4WD	167	122	9.5	TBC	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

Renegade 5dr SUV £23,500-£31,400 ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

1.0 GSE T3 120	118	115	11.2	38.2	TBC
1.3 GSE T4 150	148	122	9.4	38.2-39.8	TBC
1.6d MultiJet II 120	118	111	10.2	45.6-48.7	TBC
2.0d MultiJet II 140 4WD	138	113	9.5-10.2	37.7-40.4	TBC
2.0d MultiJet II 170 4WD	167	122	8.9	35.8	TBC

Cherokee 5dr SUV £35,750 ★★½☆☆
Hamstrung by poor UK specification. Uninspiring but practical and roomy. **LxWxH** 4624x1859x1670 **Kerb weight** 1738kg

2.2d MultiJet 185 4WD	182	127	8.8	TBC	TBC

Grand Cherokee 5dr SUV £49,880 ★★★½☆
The best Jeep on sale by some margin. Comfortable and well-equipped. **LxWxH** 4828x1943x1792 **Kerb weight** 2266kg

3.0 MultiJet 250 4WD	247	126	8.2	TBC	TBC

Wrangler 2dr/4dr SUV £44,865-£48,365 ★★★★☆
Heavy-duty off-roader goes anywhere, but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

2.2d MultiJet II 200 4WD	197	114	9.5	28.8-30.4	TBC

KIA

Picanto 5dr hatch £9720-£14,720 ★★★☆☆
Nice drive and cabin, but now overshadowed by rivals. **LxWxH** 3595x1406x1485 **Kerb weight** 935kg

1.0 MPi	66	100	13.8	49.6-50.4	127-129
1.0 T-GDi	99	112	10.1	48.7	133
1.25 MPi	83	100-107	11.6-13.2	42.2-49.6	129-151

Rio 5dr hatch £12,220-£18,010 ★★★½☆
Looks great and is well-priced, but nowhere near its European rivals. **LxWxH** 4065x1725x1445 **Kerb weight** 1155kg

1.0 T-GDi 99	99	115	10.3	48.7	132-133
1.0 T-GDi 118	118	118	9.8	44.8-47.1	137-142
1.25 MPi	83	107	12.5	45.6-46.3	138-140
1.4 MPi	98	103-108	11.8-13.4	42.2-46.3	138-151

Ceed 5dr hatch £18,295-£27,185 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

1.0 T-GDi 118	118	116	10.9	47.9-50.4	127-134
1.4 T-GDi 138	138	128-130	8.6-8.9	43.5-46.3	139-148
1.6 T-GDI 201	201	142	7.5	38.2	169
1.6 CRDi 114	114	118	10.6	57.6-58.9	126-129
1.6 CRDI 134	134	122	10.2	57.6	129

Ceed Sportswagon 5dr estate £19,295-£28,600 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

1.0 T-GDi 118	118	118	10.9	47.1	136-137
1.4 T-GDi 138	138	128-130	8.8-9.1	44.1-45.6	141-146
1.6 CRDi 114	114	119	10.7	56.5-58.9	127-132

Proceed 5dr hatch £23,840-£28,140 ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

1.4 T-GDI 138	138	127-130	8.8-9.1	42.8-45.6	142-150
1.6 T-GDI 201	201	140	7.2	39.3	163
1.6 CRDI 134	134	124	9.8-10.0	54.3-56.5	132-136

Soul 5dr hatch £14,725-£30,495 ★★★½☆
Looks divide opinion. Better value now but still hardly the best option. **LxWxH** 4140x1800x1600 **Kerb weight** 1275kg

1.6 GDI 130	130	115	10.6	TBC	TBC
1.6 T-GDi 201	201	122	7.5	TBC	TBC
1.6 CRDi 134	134	112-113	10.7-10.8	TBC	TBC
27kWh Electric Drive	109	90	11.0	TBC	0

Optima 4dr saloon £22,260-£25,700 ★★★☆☆
Looks the part but is well off the pace set by its European rivals. **LxWxH** 4855x1860x1465 **Kerb weight** 1590kg

1.6 CRDi 134	134	121-122	10.6-11.2	53.3-54.3	137-139

Optima Sportswagon 5dr estate £23,100-£38,995 ★★★☆☆
Engine and finish leave it well behind rival European estates. **LxWxH** 4855x1860x1465 **Kerb weight** 1620kg

1.6 CRDi 134	134	124	9.8-10.7	51.4-52.3	140-143
2.0 T-GDi 241	241	144	7.3	30.4	211
2.0 GDi PHEV	202	119	9.1	188.3	34

Stinger 4dr saloon £32,435-£40,535 ★★★½☆
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg

2.0 T-GDi	244	149	5.8	29.4	217
3.3 V6 T-GDi	365	168	4.7	27.7	233
2.2 CRDi	197	143	7.3	40.9	179

Venga 5dr hatch £15,625-£19,520 ★★★☆☆
A versatile interior, but firm ride and high price disappoint. **LxWxH** 4075x1765x1600 **Kerb weight** 1253kg

1.6	123	111-115	10.4-11.1	34.4-37.2	172-187

Carens 5dr MPV £19,505-£28,445 ★★★½☆
Nicely up to scratch without feeling cheap or austere, but no class leader. **LxWxH** 4525x1805x1605 **Kerb weight** 1483kg

1.6 GDi	133	115	10.9	TBC	TBC
1.7 CRDi 114	114	110	12.7	TBC	TBC
1.7 CRDi 139	139	117-120	10.0-10.9	TBC	TBC

Niro 5dr SUV £23,490-£30,845 ★★★½☆
Kia's first full hybrid is a solid attempt, but it lacks the refinement of better rivals. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

1.6 GDi Hybrid	139	101	11.1	TBC	TBC
1.6 GDi Hybrid PHEV	139	107	10.4	TBC	TBC

Stonic 5dr SUV £16,540-£21,200 ★★★½☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

1.4 MPI	98	107	12.2	45.6	141
1.0 T-GDi	118	115	9.9	46.3-47.1	137-138
1.6 CRDI	108	112	10.9	57.6	128

Sportage 5dr SUV £20,305-£34,545 ★★★½☆
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg

1.6 GDi	130	113	11.1	34.9-35.7	179-184
1.6 T-GDi	174	127	8.9	34.4-34.9	184-187
1.6 T-GDI AWD	174	125-126	8.8-9.2	31.7-32.5	198-203
1.6 CRDi 114	114	109	11.4	49.6	150
1.6 CRDi 134	134	112	10.8-11.4	44.8-47.1	158-167
1.6 CRDI 134 AWD	134	112	11.6	42.8-43.5	169-173
2.0 CRDi 182 48V AWD	182	125	9.2	39.8-40.4	183-186

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

Sorento 5dr SUV £30,225-£42,925 ★★★★☆
Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. **LxWxH** 4780x1890x1685 **Kerb weight** 1932kg

2.2 CRDi	197	127	9.0-9.6	37.7-41.5	177-196

KTM

X-Bow 0dr open £57,345-£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

2.0 R	290	143	3.9	TBC	TBC
2.0 GT	280	143	4.1	TBC	TBC

LAMBORGHINI

Huracán 2dr coupé £162,900-£238,000 ★★★★☆
Junior Lambo mixes usability and drama skilfully. Performante is the most rounded. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

5.2 V10	572	198	3.4	21.4	332
5.2 V10 Evo	631	201	2.9	20.3	332
5.2 V10 Performante	631	201	2.9	19.7	357

Aventador 2dr coupé £278,000-£360,000 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486

Urus 2dr coupé £159,925 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Range Rover Evoque 5dr SUV £31,295-£49,565 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

2.0 eD4	145	113	10.6	TBC	TBC
2.0 P200	198	134	8.0	29.1-31.3	TBC
2.0 P250	248	143	7.0	29.1-31.2	TBC
2.0 P300	298	150	6.3	28.9-30.9	TBC
2.0 D150	148	125	10.5	42.1-44.9	TBC
2.0 D150 AWD	148	122	11.2	39.9-40.0	TBC
2.0 D180	178	127	9.3	38.2-41.5	TBC
2.0 D240	238	140	7.2	37.8-40.9	TBC

Range Rover Velar 5dr SUV £45,260-£86,685 ★★★★☆
Dubbed the most car-like Landie ever and it doesn't disappoint. Expensive. **LxWxH** 4803x2032x1665 **Kerb weight** 1829kg

2.0 P250	248	135	7.1	27.7-30.8	TBC
2.0 P300	298	145	6.2	26.9-29.8	TBC
5.0 V8 P550 SVAD	548	170	4.5	23.0	TBC
2.0 D180	178	120	8.9	37.8-42.0	TBC
2.0 D240	238	135	7.4	36.5-41.1	TBC
3.0 V6 D275	272	135	7.0	34.7-38.0	TBC
3.0 V6 D300	298	150	6.7	34.7-38.0	TBC

Range Rover Sport 5dr SUV £68,155-£101,810 ★★★★½
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

2.0 P300	298	125	7.3	24.0-26.1	TBC
2.0 P400e PHEV	401	137	6.7	75.3-86.9	TBC
3.0 P400	398	140	6.2	24.9-27.4	TBC
5.0 V8 P525	522	155	5.3	18.9-20.2	TBC
5.0 V8 P575 SVR	572	176	4.5	18.9	TBC
3.0 SDV6	302	140	7.1	28.5-32.0	TBC
4.4 SDV8	336	140	7.2	25.5-27.0	TBC

Range Rover 5dr SUV £83,655-£115,875 ★★★★½
Wherever you are, the Rangie envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg

3.0 SVD6	272	130	7.9	29.1-31.5	TBC
4.4 SDV8	336	135	7.3	25.4-26.6	TBC
3.0 P400	398	140	6.3	25.1-26.7	TBC
2.0 P400e	399	137	6.8	75.7-85.1	TBC
5.0 V8 P525	522	155	5.4	18.9-20.0	TBC
5.0 V8 P565 SVAD	562	155	5.4	18.9	TBC

Discovery Sport 5dr SUV £31,575-£42,475 ★★★★½
Seven seats, at home on-road and off-road, plus new-found desirability. **LxWxH** 4599x2069x1724 **Kerb weight** 1732kg

2.0 D150	148	121	10.5	42.0-47.8	TBC
2.0 D150 AWD	148	118	10.7	38.0-40.9	TBC
2.0 D180	178	126	9.1	37.3-40.4	TBC
2.0 D240	238	137	7.2	36.6-39.6	TBC
2.0 P200	198	129	8.5	28.5-30.8	TBC
2.0 P250	247	140	7.1	28.4-30.5	TBC

Discovery 5dr SUV £47,745-£57,360 ★★★★½
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4970x2073x1888 **Kerb weight** 2115kg

2.0 SD4	234	121	8.0	TBC	TBC
3.0 V6 Td6	251	130	7.7	TBC	TBC
2.0 Si4	295	125	7.3	TBC	TBC

LEXUS

CT 5dr hatch £25,150-£31,250 ★★★★☆
Hybrid-only hatch has a pokey cabin and mismatched character traits. **LxWxH** 4350x1765x1445 **Kerb weight** 1465kg

1.8 VVT-i CT200h	134	112	10.3	53.2-54.3	TBC

ES 4dr saloon £35,150-£45,650 ★★★½☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

2.5 VVT-i ES300h	218	112	8.9	48.7-53.2	TBC

IS 4dr saloon £31,895-£40,995 ★★★½☆
Sleek compact executive car is well-made and interesting but still a left-field choice. **LxWxH** 4680x1810x1430 **Kerb weight** 1620kg

2.5 VVT-i IS300h	220	125	8.3	44.1-50.0	TBC

LS 4dr saloon £73,270-£98,670 ★★★½☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

3.5 V6 VVT-i LS500h	348	155	5.4	35.7-36.2	TBC

RC 2dr coupé £39,145-£69,690 ★★★½☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

2.5 VVT-i RC300h	220	118	8.6	40.9-45.5	TBC
5.0 V8 RC F	470	168	4.5	25.0	TBC

LC 2dr coupé £76,595-£91,995 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

5.0 V8 LC500	470	168	4.4	24.4	TBC
3.5 V6 LC500h	354	155	4.7	34.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

NX 5dr SUV £35,950-£45,500 ★★★☆☆
Some good ideas, but dramatically off the pace to drive. **LxWxH** 4630x1845x1645 **Kerb weight** 1905kg

2.5 VVT-i NX300h 4WD	194	112	9.2	35.7-37.1	TBC

RX 5dr SUV £49,700-£61,700 ★★★½☆
Low flexibility, but hybrid option makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

3.5 V6 RX450h	308	124	7.7	35.3-37.1	120-127

UX 5dr SUV £29,905-£40,355 ★★★½☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

2.0 250h	181	110	8.5	46.3-53.3	TBC

LOTUS

Elise 2dr open £41,655- £49,555 ★★★★☆
A delicate, vivid and unfettered drive; if you want a daily driver, shop elsewhere. **LxWxH** 3824x1719x1117 **Kerb weight** 830kg

1.8 VVT-i 220	217	145	4.2	36.7	TBC
1.8 VVT-i 246	242	151	3.8	36.2	TBC

Exige 2dr coupé £62,285-£103,285 ★★★★½
Sharp, uncompromising track car. Unforgiving on the road. **LxWxH** 4084x1802x1129 **Kerb weight** 1125kg

3.5 V6 VVT-i 350	345	162-170	3.8-3.9	28.2	TBC
3.5 V6 VVT-i 380	374	170-178	3.6-3.7	27.7	TBC
3.5 V6 VVT-i 430	428	180	3.2	27.7	TBC

Evora 2dr coupé £88,065 ★★★★☆
Dynamically it puts nearly everything else in the shade. Shame about the interior. **LxWxH** 4084x1802x1129 **Kerb weight** 1395kg

3.5 V6 VVT-i 410	404	174-190	4.1-4.2	25.7-26.7	TBC

MASERATI

Ghibli 4dr saloon £53,415-£57,325 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

3.0d V6	271	155	6.3	33.2-35.7	TBC
3.0 V6	345	166	5.5	23.5-24.9	TBC

GranTurismo 2dr coupé £92,230-£107,865 ★★★☆☆
Not short on richness or desirability and well capable of stirring the soul. **LxWxH** 5652x1948x1481 **Kerb weight** 1873kg

4.7 V8	453	185	4.8	TBC	TBC

GranCabrio 2dr open £106,285-£114,330 ★★★☆☆
Fantastic looks and soundtrack but an average chassis overall. **LxWxH** 4971x1945x1461 **Kerb weight** 1973kg

4.7 V8	453	177-179	4.9-5.0	TBC	TBC

Quattroporte 4dr saloon £76,050-£86,675 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5264x1948x1481 **Kerb weight** 1860kg

3.0d V6	271	155	6.4	33.2-35.7	TBC
3.0 V6	339	167	5.1	23.5-24.9	TBC

Levante 4dr SUV £58,315-£72,525 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

3.0d V6	271	143	6.9	29.1-30.0	189
3.0 V6	339	156	6.0	20.7-22.4	249
3.0 V6 S	424	164	5.2	20.9-22.4	253

MAZDA

2 5dr hatch £13,595-£17,395 ★★★★☆
Grown-up, well-made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1495 **Kerb weight** 1075kg

1.5 Skyactiv-G 75	74	106	12.1	49.6	TBC
1.5 Skyactiv-G 90	88	110-114	9.4-12.0	49.6	TBC
1.5 Skyactiv-G 115	113	124	8.7	48.7	TBC

3 5dr hatch £20,595-£24,995 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4060x1695x1495 **Kerb weight** 1351kg

2.0 Skyactiv-G 120	118	121	8.9	43.5	TBC
2.0 Skyactiv-G 165	162	130	8.2	37.7	TBC
1.5 Skyactiv-D 105	103	115	11.0	65.7	TBC
2.2 Skyactiv-D 150	148	130	8.1	47.1	TBC

3 Fastback 4dr saloon £20,595-£21,495 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4060x1695x1495 **Kerb weight** 1345kg

2.0 Skyactiv-G 120	118	123	8.8	43.5	TBC

6 4dr saloon £23,195-£32,685 ★★★½☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

2.0 Skyactiv-G 145	143	129	9.5	40.3-42.2	TBC
2.0 Skyactiv-G 165	162	135	9.1	42.2	TBC
2.5 Skyactiv-G 194	191	138	8.1	38.2	TBC
2.2 Skyactiv-D 150	148

CX-5 5dr SUV £24,795–£34,395 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 165	162	125	10.3	36.7-38.2	TBC
2.2 Skyactiv-D 150	148	112-127	9.4-10.3	43.5-49.6	TBC
2.2 Skyactiv-D 184	181	129	9.6	39.8-42.8	TBC

MX-5 2dr open £18,995–£25,795 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

1.5 Skyactiv-G 132	129	127	8.3	44.1	TBC
2.0 Skyactiv-G 184	181	136	6.5	40.4	TBC

MX-5 RF 2dr open £22,595–£29,195 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

1.5 Skyactiv-G 132	129	126	8.6	44.1	TBC
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	TBC

McLAREN

540C 2dr coupé £126,055 ★★★★☆
The affordable end of McLaren's spectrum isn't any less enthralling to drive. **LxWxH** 4530x2095x1202 **Kerb weight** 1449kg

3.8 V8	533	199	3.5	23.2	276

570S 2dr coupé/open £145,305–£164,750 ★★★★★
Blisteringly fast and exciting supercar-slayer with hugely appealing handling. **LxWxH** 4530x2095x1202 **Kerb weight** 1440kg

3.8 V8	562	204	3.1	23.2	276

570GT 2dr coupé £154,000 ★★★★★
The 570GT retains the lusty, fast appeal of its sister car, even with added practicality. **LxWxH** 4530x2095x1201 **Kerb weight** 1498kg

3.8 V8	562	204	3.3	23.2	276

600LT 2dr coupé £185,500 ★★★★★
Lighter, faster and more athletic than the 570S. McLaren at its very best. **LxWxH** 4604x2095x1191 **Kerb weight** 1356kg

3.8 V8	592	204	2.9	23.2	277

720S 2dr coupé £218,020 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

4.0 V8	710	212	2.9	23.2	276

GT 2dr coupé £163,000 ★★★★½
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1530kg

4.0 V8	612	203	3.2	23.7	270

Senna 2dr coupé £750,000 ★★★★★
Astounding circuit performance made superbly accessible. **LxWxH** 4744x2155x1229 **Kerb weight** 1309kg

4.0 V8	789	208	2.8	22.7	280

MERCEDES-BENZ

A-Class 5dr hatch £23,075–£35,580 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

1.3 A180	136	134	9.2	42.2-47.9	TBC
1.3 A200	163	140	8.2	40.9-47.9	TBC
2.0 A220	187	149	6.9	37.7-41.5	TBC
2.0 A220 4Matic	187	146	6.9	35.8-39.8	TBC
2.0 A250	224	155	6.2	37.7-41.5	TBC
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	TBC
1.5 A180d	116	126	10.5	53.3-61.4	TBC
2.0 A200d	148	137	8.1	53.3-58.9	TBC
2.0 A220d	187	146	7.0	52.3-57.7	TBC

A-Class Saloon 4dr saloon £26,725–£36,485 ★★★½☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

1.3 A180	133	134	8.9	42.8-48.7	TBC
1.3 A200	161	143	8.1-8.3	42.8-48.7	TBC
2.0 A220	188	150	7.0	38.2-42.2	TBC
2.0 A220 4Matic	188	147	7.0	36.2-40.9	TBC
2.0 A250	222	155	6.3	38.2-42.2	TBC
2.0 AMG A35	302	155	4.8	32.9-36.7	TBC
1.5 A180d	114	128	10.6	56.5-64.2	TBC

B-Class 5dr hatch £26,975–£32,375 ★★★½☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

1.3 B180	136	132	9.0	40.4-47.1	TBC
1.3 B200	163	139	8.2	39.8-46.3	TBC
1.5 B180d	116	124	10.7	51.4-60.1	TBC
2.0 B200d	148	136	8.3	51.4-57.7	TBC
2.0 B220d	187	145	7.2	50.4-56.5	TBC

C-Class 4dr saloon £30,845–£75,733 ★★★★☆
Merc ramps up the richness, but the engines and dynamics aren't refined enough. **LxWxH** 4686x1810x1442 **Kerb weight** 1450kg

1.6 C180	156	140	8.2-8.3	37.7-43.5	TBC
1.5 C200	181	149	7.7	37.7-43.5	TBC
1.5 C200 4Matic	181	145	8.1	35.3-39.8	TBC
2.0 C300	258	155	5.9	35.3-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.1	25.5-25.9	TBC
4.0 V8 AMG C63 S	503	180	4.0	25.5-25.9	TBC
1.6 C200d	158	140	7.9-8.5	48.7-61.4	TBC
2.0 C220d	192	149	6.9	45.6-53.3	TBC
2.0 C220d 4Matic	192	145	6.9	40.9-47.9	TBC
2.0 C300d	241	155	5.9	43.5-49.6	TBC
2.0 C300d 4Matic	241	155	5.8	42.2-47.9	TBC

C-Class Estate 5dr estate £32,045–£79,528 ★★★★☆
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. **LxWxH** 4702x1810x1457 **Kerb weight** 1495kg

1.6 C180	156	138-139	8.4-8.5	34.0-42.2	TBC
1.5 C200	181	146	7.9	36.7-40.9	TBC
1.5 C200 4Matic	181	143	8.4	34.5-38.7	TBC
2.0 C300	258	155	6.0	34.5-38.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.8	TBC
4.0 V8 AMG C63	469	155	4.2	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.8-25.5	TBC
1.6 C200d	158	137	8.2-8.7	47.1-57.7	TBC
2.0 C220d	192	145	7.0	44.8-51.4	TBC
2.0 C220d 4Matic	192	142	7.4	41.5-46.3	TBC
2.0 C300d	241	155	6.0	42.8-47.9	TBC
2.0 C300d 4Matic	241	155	6.0	41.5-47.1	TBC

C-Class Coupé 2dr coupé £35,285–£78,023 ★★★★☆
Nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

1.6 C180	156	140	8.5	35.3-42.8	TBC
1.5 C200	181	149	7.9	37.7-42.2	TBC
1.5 C200 4Matic	181	145	8.4	35.3-39.8	TBC
2.0 C300	258	155	6.0	35.8-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.0	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	TBC
2.0 C220d	192	149	7.0	46.3-52.3	TBC
2.0 C220d 4Matic	192	145	7.3	42.8-47.9	TBC
2.0 C300d	241	155	6.0	44.1-49.6	TBC
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	TBC

C-Class Cabriolet 2dr open £39,104–£83,036 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

1.6 C180	156	137-138	8.9	33.6-41.5	TBC
1.5 C200	181	146	8.5	36.2-40.4	TBC
1.5 C200 4Matic	181	143	8.8	33.2-38.2	TBC
2.0 C300	258	155	6.2	34.0-37.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	TBC
4.0 V8 AMG C63	469	155	4.2	24.6-24.8	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	TBC
2.0 C220d	191	145	7.5	44.8-49.6	TBC
2.0 C220d 4Matic	191	142	7.8	40.9-46.3	TBC
2.0 C300d	242	155	6.3	42.2-47.1	TBC

E-Class 4dr saloon £38,065–£94,725 ★★★★☆
A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4940x1852x1452 **Kerb weight** 1680kg

2.0 E220d	189	149	7.3	43.5-51.4	TBC
2.0 E220d 4Matic	189	149	7.5	42.8-47.9	TBC
2.0 E300e	329	155	5.5	134.5-156.9	TBC
2.0 E300de	312	155	5.7	176.6-201.8	TBC
3.0 E400d 4Matic	335	155	4.9	37.7-42.8	TBC
3.0 AMG E53 4Matic+	429	155	4.5	29.7-31.4	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.4	22.8-23.7	TBC

E-Class Estate 5dr estate £40,065–£96,725 ★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

2.0 E220d	189	146	7.7	41.5-47.1	TBC
2.0 E220d 4Matic	189	145	7.8	40.9-44.8	TBC
2.0 E300de	312	155	5.8	166.2-176.6	TBC
3.0 V6 E400d 4Matic	335	155	5.1	37.2-40.9	TBC
2.0 E200	181	144	8.1	31.0-35.3	TBC
3.0 V6 AMG E53 4Matic+	429	155	4.5	29.4-30.7	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.5	22.6-23.3	TBC

E-Class Coupé 2dr coupé £41,370–£64,740 ★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

2.0 E300	237	155	6.4	31.0	TBC
2.0 E350	295	155	5.9	TBC	TBC
3.0 E450 4Matic	362	155	5.6	29.1-31.4	TBC
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	TBC
2.0 E220d	189	150	7.4	43.5-50.4	TBC
2.0 E220d 4Matic	189	149	7.6	42.2-47.1	TBC
3.0 E400d 4Matic	335	155	5.1	38.2-42.2	TBC

E-Class Cabriolet 2dr open £45,865–£69,235 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

2.0 E300	237	155	6.6	30.0	TBC
2.0 E350	295	155	6.1	TBC	TBC
3.0 E450 4Matic	362	155	5.8	28.8-30.7	TBC
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	TBC
2.0 E220d	192	147	7.7	42.8-48.7	TBC
2.0 E220d 4Matic	192	145	7.9	41.5-45.6	TBC
3.0 E400d 4Matic	335	155	5.2	37.7-40.9	TBC

S-Class 4dr saloon £75,285–£189,260 ★★★★★
Mercedes has given the S-Class a refresh and an added boost of tech. **LxWxH** 5141x1905x1498 **Kerb weight** 1970kg

3.0 V6 S450 L	389	155	5.1	33.2-26.2	TBC
3.0 V6 S500 L	457	155	4.8	33.2-36.2	TBC
3.0 V6 S560e L	472	155	5.0	104.6-128.4	TBC
4.0 V8 AMG S63	594	155	4.3	23.2-24.4	TBC
6.0 V12 AMG S65	611	155	4.2	18.6	TBC
6.0 V12 S650 Maybach	611	155	4.7	19.5-20.0	TBC
2.9 S350d	282	155	6.0	38.7-44.1	TBC
2.9 S400d	335	155	5.4	38.7-44.1	TBC

S-Class Coupé 2dr coupé £105,875–£190,855 ★★★★☆
More tech and cleaner engines make the opulent luxury tourer more appealing. **LxWxH** 5027x1912x1414 **Kerb weight** 2065kg

4.0 V8 S560	455	155	4.6	26.4-27.7	TBC
4.0 V8 AMG S63	594	155	4.2	24.1-24.6	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

S-Class Cabriolet 2dr open £117,670–£198,780 ★★★★☆
As above but with the added allure of a retractable fabric roof. **LxWxH** 5027x1912x1420 **Kerb weight** 2150kg

4.0 V8 S560	455	155	4.6	26.4-27.2	TBC
4.0 V8 AMG S63	594	155	4.2	23.7-23.9	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

CLA Coupé 4dr saloon £30,550–£43,235 ★★★★☆
May use A-Class underpinnings, but engineered to be much sportier to drive. **LxWxH** 4688x1830x1439 **Kerb weight** 1490kg

1.3 CLA180	133	134	9.0	42.8-47.9	TBC
1.3 CLA200	161	142	8.2	42.8-47.9	TBC
2.0 CLA220	188	150	7.0	38.7-42.2	TBC
2.0 CLA220 4Matic	188	147	7.0	36.7-40.4	TBC
2.0 CLA250	222	155	6.3	38.7-42.2	TBC
2.0 AMG CLA35	302	155	4.9	34.9-37.2	TBC
1.5 CLA220d	188	152	7.1	53.3-57.7	TBC

CLA Shooting Brake 5dr estate £28,245–£47,635 ★★★½☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4640x1777x1435 **Kerb weight** 1430kg

1.6 CLA180	119	130	8.8-9.1	35.8-40.9	TBC
1.6 CLA200	154	140	8.5	35.3-40.9	TBC
2.0 CLA220 4Matic	181	146	7.2	33.6-36.2	TBC
2.0 CLA45 AMG 4Matic	370	155	4.3	29.1-30.1	TBC
2.1 CLA220d	171	142	7.8	43.5-48.7	TBC
2.1 CLA220d 4Matic	171	140	7.8	41.5-45.6	TBC

CLS Coupé 4dr saloon £53,100–£84,120 ★★★★☆
Retains the sleek coupé style and has more tech - without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

2.0 CLS350	313	155	6.0	32.1-34.9	TBC
3.0 CLS450 4Matic	356	155	4.8	31.4-34.0	TBC
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	30.1-31.0	TBC
3.0 CLS350d 4Matic	277	155	5.7	37.7-41.5	TBC
3.0 CLS400d 4Matic	330	155	5.0	37.7-41.5	TBC

SLC 2dr open £32,749–£48,400 ★★★½☆
Another small convertible exhibiting all the charm that a Mercedes should. **LxWxH** 4143x1810x1301 **Kerb weight** 1435kg

1.6 SLC180	152	139-140	7.9-8.1	37.2-42.8	TBC
2.0 SLC200	178	147-149	6.9-7.0	37.2-40.4	TBC
2.0 SLC300	237	155	5.8	35.3-37.2	TBC
3.0 V6 AMG SLC43	356	155	4.7	31.7-32.5	TBC

SL 2dr open £78,345–£119,045 ★★★★½
Big, luxurious drop-top is classier than a royal stud farm. Few feel more special. **LxWxH** 4631x1877x1315 **Kerb weight** 1735kg

3.0 V6 SL400	356	155	4.9	TBC	TBC
4.7 V8 SL500	442	155	4.3	25.9-26.9	TBC
5.5 V8 AMG SL63	568	155-186	4.1	23.2-23.5	TBC

AMG GT 2dr coupé/open £110,645–£178,765 ★★★★☆
Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

4.0 V8 GT	462	188-189	4.0	23.0-23.5	TBC
4.0 V8 GT S	507	193	3.8	23.0-23.3	TBC
4.0 V8 GT C	541	196-197	3.7	21.9-22.1	TBC
4.0 V8 GT R	568	198	3.6	22.1	TBC

AMG GT 4-Door Coupé 4dr saloon £121,350–£135,350 ★★★★½
New four-door, four-wheel-drive GT may be a confusing car to contemplate, but it's a deeply impressive one to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

4.0 V8 GT63 4Matic+	585	193	3.4	21.4-22.6	TBC
4.0 V8 GT63 S 4Matic+	639	196	3.2	21.4-22.1	TBC

EQC 5dr SUV £65,640 ★★★★½
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

400 4Matic	402	112	5.1	TBC	0

GLA 5dr SUV £25,105–£47,960 ★★★½☆
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

1.6 GLA180	120	124	8.7-9.0	35.3-40.4	TBC
1.6 GLA200	152	134	8.1-8.4	34.9-39.8	TBC
2.0 GLA250 4Matic	204	143	6.6	32.5-35.8	TBC
2.0 GLA45 AMG 4Matic	370	155	4.4	29.4-30.1	TBC
2.1 GLA200d	132	127	9.1-9.5	42.2-46.3	TBC
2.1 GLA200d 4Matic	132	124	9.1	41.5-45.6	TBC
2.1 GLA220d 4Matic	171	135	7.7	40.4-44.8	TBC

GLC 5dr SUV £37,340–£91,594 ★★★★☆
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

2.0 GLC 250 4Matic	208	138	7.3	28.5-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	24.8-26.7	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.1-23.2	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.1-22.8	TBC
2.1 GLC 220d 4Matic	168	130	8.3	36.7-41.5	TBC
2.1 GLC 250d 4Matic	198	138	7.6	36.7-42.2	TBC
3.0 GLC 350d 4Matic	255	148	6.2	32.8-36.7	TBC

GLC Coupé 5dr SUV £42,365–£93,989 ★★★★☆
A coupé-shaped SUV destined to be outrun by the X4 - unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

2.0 GLC 250 4Matic	211	138	7.3	29.1-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	25.0-26.9	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.4-23.5	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.4-23.2	TBC
2.1 GLC 220d 4Matic	168	130	8.3	37.7-40.9	TBC
2.1 GLC 250d 4Matic	198	138	7.6	37.7-41.5	TBC
3.0 GLC 350d 4Matic	255	148	6.2	33.6-36.7	TBC

GLE 5dr SUV £55,685–£62,300 ★★★★☆
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

3.0 V6 GLE 400 4Matic	364	155	5.7	26.2-32.5	TBC
3.0 V6 GLE300d 4Matic	243	149	7.2	33.6-39.2	TBC
3.0 V6 GLE350d 4Matic	272	143	6.9	29.1-36.2	TBC
3.0 V6 GLE400d 4Matic	328	149	5.8	29.4-35.3	TBC

GLE Coupé 5dr SUV £65,030–£102,010 ★★★★☆
Not the prettiest SUV you will ever see, but a decent option against the BMW X6. **LxWxH** 4900x2129x1731 **Kerb weight** 2240kg

3.0 V6 GLE 350d 4Matic	251	140	7.0	TBC	TBC
3.0 V6 AMG GLE43 4Matic	379	155	5.7	23.2-24.1	TBC
5.5 V8 AMG GLE63 S 4Matic	568	155	4.2	18.2-18.7	TBC

G-Class 5dr SUV £94,000–£143,305 ★★★½☆
Massively expensive and compromised, but with character in abundance. **LxWxH** 4764x1867x1954 **Kerb weight** 2550kg

3.0 G350d 4Matic	282	124	7.4	25.2-25.9	TBC
4.0 V8 AMG G63 4Matic	577	137	4.5	18.6-18.8	TBC

GLS 5dr SUV £73,940–£106,870 ★★★½☆
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5162x1982x1850 **Kerb weight** 2475kg

3.0 V6 GLS 350d 4Matic	251	138	7.8	27.4-29.4	TBC
5.5 V8 AMG GLS63 4Matic	568	155-168	4.6	17.7-18.2	TBC

X-Class 5dr pick-up £35,238–£47,412 ★★★★☆
Lifts the bar on commercial vehicle comfort while retaining tough qualities. **LxWxH** 5340x2113x1819 **Kerb weight** 2234kg

2.3 X220 d	163	105	12.9	TBC	TBC
2.3 X250 d	190	109	11.8	TBC	TBC
3.0 V6 X350 d	285	127	7.9	TBC	TBC

MG

3 5dr hatch £9495–£12,995 ★★★½☆
Neatly tuned and nice sporty styling. Breaks the mould for sub-£9000 superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

1.5 VTI-Tech	104	108	10.4	TBC	TBC
1.5 VTi-Tech	104	109	10.9	TBC	TBC
1.0T GDi	109	112	12.4	TBC	TBC
44.5kWh EV	141	87	8.5	TBC	0

MINI

3dr Hatch 3dr hatch £16,190–£29,990 ★★★★½
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

1.5 One	101	121	10.1-10.2	43.5-47.9	TBC
1.5 Cooper	134	130	7.8-7.9	43.5-47.9	TBC
2.0 Cooper S	189	145-146	6.7-6.8	38.7-43.5	TBC
2.0 John Cooper Works	227	152	6.1-6.3	38.7-40.4	TBC

5dr Hatch 5dr hatch £16,890–£25,030 ★★★★½
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

1.5 One	101	119	10.1-10.5	42.8-47.1	TBC
1.5 Cooper	134	129	8.1-8.2	42.2-47.1	TBC
2.0 Cooper S	189	143-144	6.8-6.9	38.2-42.8	TBC

Convertible 2dr open £20,080–£30,625 ★★★½☆
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

1.5 Cooper	134	128-129	8.7-8.8	41.5-45.6	TBC
2.0 Cooper S	189	142-143	7.1-7.2	38.7-40.9	TBC
2.0 John Cooper Works	167	149	6.5-6.6	37.2-38.7	TBC

Clubman 5dr hatch £19,995–£27,685 ★★★★☆
Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

1.5 One	102	115	11.3	39.2-43.5	TBC
1.5 One D	114	119	10.8	56.5-58.9	TBC
1.5 Cooper	134	127	9.1	39.2-43.5	TBC
1.5 Cooper D	148	132	8.5-8.6	50.4-56.5	TBC
2.0 Cooper S	189	142	7.1-7.2	36.7-39.8	TBC

Countryman 5dr hatch £23,385–£33,995 ★★★½☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

1.5 Cooper	136	124	9.7	37.2-40.9	TBC
1.5 Cooper All4	136	122	10.3	35.3-40.4	TBC
2.0 Cooper S	192	140	7.5-7.6	35.8-38.2	TBC
2.0 Cooper S All4	192	138	7.6	34.4-36.2	TBC
2.0 Cooper D	150	129	9.1	47.9-54.3	TBC
2.0 Cooper D All4	150	127	9.0	46.3-49.6	TBC
1.5 plug-in hybrid	220	123	6.8	88.3-97.4	TBC

MITSUBISHI

Mirage 5dr hatch £11,295–£14,020 ★★★☆☆
A straightforward hatchback - but not for the likes of us. **LxWxH** 3795x1665x1505 **Kerb weight** 845kg

1.1 Mi-VEC	79	107	11.7-12.8	47.9-55.4	TBC

ASX 5dr SUV £19,570–£29,485 ★★★☆☆
Decent engines, but otherwise an unexceptional crossover. **LxWxH** 4355x1770x1640 **Kerb weight** 1260kg

1.6 Mi-VEC	115	114	11.5	37.7	TBC
1.6 DI-D 2WD	112	113	11.2	TBC	TBC
1.6 DI-D 4WD	112	111	11.5	TBC	TBC
2.2 DI-D 4WD	148	118	10.8	TBC	TBC

Eclipse Cross 5dr SUV £21,915–£31,015 ★★★☆☆
Stylish, future-looking mid-sized SUV shows where Mitsubishi's destiny lies. **LxWxH** 4695x1810x1710 **Kerb weight** 1425kg

1.5 Mi-VEC 2WD	160	124-127	9.3-10.3	33.2-37.7	TBC
1.5 Mi-VEC 4WD	160	124	9.8	32.5	TBC

Outlander 5dr SUV £28,220–£46,060 ★★★½☆
Creditable effort, but still cheap in places: PHEV a boon for fleet users. **LxWxH** 4695x1810x1710 **Kerb weight** 1565kg

2.0 Mi-VEC 4WD	148	118	13.3	32.5	TBC
2.2 DI-D 4WD	148	118-124	10.2-11.6	TBC	TBC
2.0 Mi-VEC PHEV	200	106	11.0	139.7	TBC

Shogun Sport 5dr SUV £37,775–£39,775 ★★★☆☆
Has a fitness for purpose that could appeal to those who tow or haul big loads. **LxWxH** 4785x1815x1805 **Kerb weight** 2100kg

2.5 DOHC 4WD	179	112	11.0	TBC	TBC

MORGAN

3 Wheeler 0dr open £39,486 ★★★★★
The eccentric, characterful and brilliant Morgan is a testament to English creativity. **LxWxH** 3225x1720x1000 **Kerb weight** 525kg

2.0 V-twin 68	68	115	7.0	TBC	TBC
2.0 V-twin 82	82	115	6.0	TBC	TBC

4/4 2dr open £40,206 ★★☆☆☆
Has its appeal but not as rewarding to drive as it could be. **LxWxH** 4010x1630x1220 **Kerb weight** 795kg

1.6 i4 Sigma	110	115	8.0	TBC	TBC

Plus 4 2dr open £44,106 ★★½☆☆
Needs more chassis finesse, but the Plus 4 still charms nonetheless. **LxWxH** 4010x1720x1220 **Kerb weight** 927kg

2.0 GDi	154	118	7.5	TBC	TBC

Roadster 2dr open £55,074 ★★☆☆☆
More advanced, but pricey and need

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 dCi 110	108	109	11.2	49.6	TBC

Qashqai 5dr SUV £19,995–£31,145 ★★★★½
The defining modern crossover. The Mk2 is better in all areas, hence its popularity. **LxWxH** 4394x1806x1590 **Kerb weight** 1331kg

1.3 DIG-T 140	138	120	10.5	40.1-41.4	TBC
1.3 DIG-T 160	158	123-124	8.9-9.9	40.0-41.4	TBC
1.5 dCi 115	113	112	12.3	51.9-53.7	TBC
1.7 DCI 150	148	119	9.5	46.4-50.2	TBC

X-Trail 5dr SUV £29,930–£37,525 ★★★½☆
There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

1.6 dCi 130	128	111-116	10.5-11.4	TBC	TBC
1.6 dCi 130 4WD	128	115	11.0	TBC	TBC
1.6 DIG-T 163	160	124	9.7	TBC	TBC
2.0 dCi 177	174	123	9.6	TBC	TBC
2.0 dCi 177 4WD	174	121-126	9.4-10.0	TBC	TBC

370Z 2dr coupé £29,805–£40,305 ★★★½☆
Old-school and profoundly mechanical coupé. The Healey 3000 of today - but meaner. **LxWxH** 4265x1845x1315 **Kerb weight** 1496kg

3.7 V6	323	155	5.3	23.3-23.6	TBC
3.7 V6 Nismo	339	155	5.2	23.2	TBC

GT-R 2dr coupé £81,995–£151,995 ★★★★☆
Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg

3.8 V6	562	196	TBC	20.2	TBC
3.8 V6 Nismo	591	196	TBC	19.6	TBC

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★½☆
Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** TBC **Kerb weight** 1198kg

4.4 V8	662	225	TBC	TBC	TBC

PEUGEOT

iOn 5dr hatch £20,534 ★★½☆☆
Good electric powertrain; looks extremely old hat against better EV rivals. **LxWxH** 3474x1475x1608 **Kerb weight** 1120kg

47kW	62	81	15.9	TBC	0

108 3dr/5dr hatch £9690–£14,985 ★★★½☆
Sister car to the Aygo - and a distant second to most city car rivals. **LxWxH** 3475x1615x1460 **Kerb weight** 840kg

1.0 72	71	100	13.0	53.5-57.3	TBC
1.0 72 2-Tronic	71	100	15.2	51.6-55.0	TBC

208 3dr/5dr hatch £14,900–£18,735 ★★★½☆
A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

1.2 PureTech 82	79	109-111	12.2-14.5	46.6-51.5	TBC
1.2 PureTech 110	107	118	9.8-9.6	39.1-46.5	TBC
1.5 BlueHDi 100	102	117	10.7	55.6-67.7	TBC

308 5dr hatch £20,000–£29,920 ★★★★½
Classy all-round appeal makes it a serious contender, but rear space is a little tight. **LxWxH** 4253x1804x1457 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.1	40.4-47.7	TBC
1.2 PureTech 130	126	128-129	9.1-9.6	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.4	36.9-40.1	TBC
1.6 PureTech 260	259	155	6.0	37.8	TBC
1.6 BlueHDi 100	99	112	12.2	54.9-63.8	TBC
1.5 BlueHDi 130	126	127	9.8	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	175	140	8.2	45.0-49.4	TBC

308 SW 5dr estate £20,950–£29,330 ★★★★☆
Estate bodystyle enjoys the classy appeal of the hatchback. **LxWxH** 4585x1563x1472 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.6	40.4-47.7	TBC
1.2 PureTech 130	126	127	9.5-10.0	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.5	36.9-40.1	TBC
1.5 BlueHDI 100	99	111	12.3	54.9-63.8	TBC
1.5 BlueHDi 130	126	126	10.0	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	178	139	8.4	45.0-49.4	TBC

508 4dr saloon £25,039–£37,439 ★★★★☆
Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

1.6 PureTech 180	178	143	7.9	38.0-41.8	TBC
1.6 PureTech 225	223	155	7.1	36.3-39.8	TBC
1.5 BlueHDi 130	129	129	9.4-9.7	51.4-59.8	TBC
2.0 BlueHDI 160	158	143	8.4	45.2-51.1	TBC
2.0 BlueHDi 180	174	146	8.0	45.0-50.6	TBC

508 SW 5dr estate £26,845–£40,944 ★★★☆☆
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

1.6 PureTech 180	178	140	8.0	38.0-41.8	156
1.6 PureTech 225	223	153	7.4	36.3-39.8	167
1.5 BlueHDI 130	128	129	9.9-10.1	51.4-59.8	128-131
2.0 BlueHDI 160	159	140	8.5	45.2-51.1	149

2008 5dr SUV £17,730–£24,490 ★★★½☆
Efficient and well-mannered but facelift still leaves it short on space and style. **LxWxH** 4159x1829x1556 **Kerb weight** 1045kg

1.2 PureTech 82	79	105	13.5	43.8-46.8	TBC
1.2 PureTech 110	107	117-119	9.9-10.3	39.1-44.8	TBC
1.2 PureTech 130	126	124	9.3	44.4-49.9	TBC
1.6 BlueHDi 100	96	112	11.3	TBC	TBC
1.6 BlueHDi 120	116	119	9.6	52.9-58.2	TBC

3008 5dr SUV £24,575–£36,845 ★★★★☆
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

1.2 PureTech 130	126	117	10.5-10.8	36.5-43.6	TBC
1.6 PureTech 180	178	136	8.0	35.2-39.6	TBC
1.5 BlueHDi 130	126	119	9.5	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	8.9	42.3-47.1	TBC

5008 5dr SUV £26,725–£38,995 ★★★★☆
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

1.2 PureTech 130	126	117	10.4-10.9	36.5-44.2	TBC
1.6 PureTech 180	178	135	8.3	35.2-39.6	TBC
1.5 BlueHDi 130	129	119	10.7	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	9.1	42.3-47.1	TBC

PORSCHE

718 Boxster 2dr open £46,651–£73,405 ★★★★½
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.7-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-30.7	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.4	TBC
4.0 Spyder	414	187	4.4	25.7	TBC

718 Cayman 2dr coupé £44,790–£75,348 ★★★★★
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.9-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-31.0	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.7	TBC
4.0 GT4	414	188	4.4	25.7	TBC

911 2dr coupé £82,793–£98,418 ★★★★½
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

3.0 Carrera	380	182	4.0	26.6-28.5	TBC
3.0 Carrera 4	380	180	4.0	26.2-28.2	TBC
3.0 Carrera S	444	191	3.5	27.2-28.5	TBC
3.0 Carrera 4S	444	190	3.4	25.7-27.2	TBC

911 Cabriolet 2dr open £92,438–£108,063 ★★★★☆
Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

3.0 Carrera	380	180	4.2	26.2-28.0	TBC
3.0 Carrera 4	380	179	4.2	25.9-27.7	TBC
3.0 Carrera S	444	190	3.7	26.4-28.0	TBC
3.0 Carrera 4S	444	188	3.6	25.0-26.6	TBC

Panamera 4dr saloon £72,890–£149,537 ★★★★★
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

3.0 V6 4	321	162	5.5-5.6	25.0-26.9	TBC
2.9 V6 4S	428	179	4.4-4.5	TBC	TBC
2.9 V6 E-Hybrid	449	172	4.6-4.7	78.5-85.6	TBC
4.0 V8 GTS	458	181	4.1	22.2-23.5	TBC
4.0 V8 Turbo	533	190	3.8-3.9	22.1-23.0	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4-3.5	74.3-80.7	TBC

Panamera Sport Turismo 5dr estate £75,037–£142,279 ★★★★★
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

3.0 V6 4	321	160	5.5	24.6-25.6	TBC
2.9 V6 4S	428	177	4.4	TBC	TBC
2.9 V6 E-Hybrid	449	170	4.6	76.3-80.7	TBC
4.0 V8 GTS	458	179	4.1	22.2-23.2	TBC
4.0 V8 Turbo	533	188	3.8	22.1-22.8	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4	72.4-74.3	TBC

Taycan 4dr saloon £115,858–£138,826 ★★★★½
First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305g

Turbo	671	161	3.2	TBC	0
Turbo S	751	161	2.8	TBC	0

Macan 5dr SUV £46,913–£68,530 ★★★★½
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4692x1923x1624 **Kerb weight** 1770kg

2.0	243	139	6.7	25.7-28.2	TBC
3.0 V6 S	351	157	5.3	23.9-25.7	TBC
3.0 V6 Turbo	434	167	4.3	23.5-24.8	TBC

Cayenne 5dr SUV £57,195–£123,349 ★★★★½
Refreshed look, improved engines, interior and a better SUV overall. **LxWxH** 4918x1983x1696 **Kerb weight** 1985kg

3.0 V6	335	152	6.2	22.2-24.1	TBC
3.0 V6 E-hybrid	456	157	5.0	60.1-72.4	TBC
2.9 V6 S	428	164	5.2	TBC	TBC
4.0 V8 Turbo	533	177	4.1	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-58.9	TBC

Cayenne Coupé 5dr SUV £62,129–£125,946 ★★★★☆
Little different to drive than the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

3.0 V6	335	150	6.0	22.2-23.9	TBC
3.0 V6 E-Hybrid	456	157	5.1	60.1-70.6	TBC
2.9 V6 S	428	163	5.0	21.9-23.7	TBC
4.0 V8 Turbo	533	177	3.9	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-57.6	TBC

RADICAL

RXC GT 2dr open TBC ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

3.5 V6 400	400	179	2.8	TBC	TBC
3.5 V6 650	650	180	2.7	TBC	TBC

RENAULT

Twizy 2dr hatch £6695–£7995 ★★★½☆
Zany solution to personal mobility is suitably irreverent and impractical. **LxWxH** 2338x1381x1454 **Kerb weight** 474kg

MB L7e	17	50	TBC	TBC	0

Zoe 5dr hatch £18,420–£27,820 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

5AGEN2	86	84	13.5	TBC	0
5AGEN3	89	84	13.5	TBC	0

Twingo 3dr hatch £10,750–£13,455 ★★★☆☆
Handsome, unusual rear-engined city car but not a class leader. **LxWxH** 3595x1646x1554 **Kerb weight** 865kg

1.0 SCe 70	67	94	14.5	47.9-48.7	TBC
0.9 TCe 90	87	103	10.8	45.6-47.9	TBC

Clio 5dr hatch £13,615–£19,165 ★★★★☆
An attractive,stylish and practical proposition, but cheap in places and feels dated. **LxWxH** 4062x1732x1448 **Kerb weight** 1059kg

0.9 TCe 75	75	110	12.3	46.3-47.1	TBC
0.9 TCe 90	87	112	12.2-13.1	47.1	TBC
1.5 dCi 90	87	109-112	12.0-12.9	56.5-57.6	TBC

Mégane 5dr hatch £17,715–£29,195 ★★★½☆
Stylish and refined but bland. Nothing exceptional. **LxWxH** 4359x1814x1447 **Kerb weight** 1340kg

1.2 TCe 140	138	127	10.6	42.8-45.6	TBC
1.5 Blue dCi 115	113	118	11.1	58.9-62.8	TBC
1.8 RS 280	276	158	5.8	TBC	TBC

Mégane Sport Tourer 5dr estate £18,915–£24,615 ★★★½☆
Stylish and refined estate car is still bland like the hatch. Smaller than its predecessor. **LxWxH** 4626x1814x1457 **Kerb weight** 1409kg

1.2 TCe 140	138	127	9.8	42.2-44.8	TBC
1.5 Blue dCi 115	113	118	11.1	56.5-61.4	TBC

Scenic 5dr MPV £21,715–£26,455 ★★★½☆
Good-looking MPV riding on 20in wheels, but overall a bland car to drive. **LxWxH** 4406x1866x1653 **Kerb weight** 1428kg

1.2 TCe 140	138	121	10.1	40.4-41.5	TBC
1.8 dCi 120	118	TBC	TBC	TBC	TBC

Grand Scenic 5dr MPV £23,515–£28,255 ★★★½☆
Good-looking seven-seat MPV is bland to drive and the third row seats are tight. **LxWxH** 4634x1866x1655 **Kerb weight** 1495kg

1.2 TCe 140	138	118	11.4	39.8-40.9	TBC
1.8 dCi 120	118	120	12.1	TBC	TBC

Captur 5dr SUV £15,725–£22,065 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

0.9 TCe 90	87	106	13.2	44.1-45.6	TBC
1.3 TCe 130	128	124	10.2	42.8-44.1	TBC
1.3 TCe 150	148	130	9.5	42.8-43.5	TBC
1.5 dCi 90	87	106	13.1	51.3-53.2	TBC

Kadjar 5dr SUV £20,595–£29,995 ★★★★☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

1.2 TCe 140	138	119	10.1-10.7	41.5-44.1	TBC
1.6 TCe 160	158	127	9.2	42.8	TBC
1.5 dCi 115	112	112-113	11.7-11.9	55.4-60.1	TBC

Koleos 5dr SUV £27,495–£31,495 ★★★½☆
Koleos name returns and is a vast improvement on before, but no class leader. **LxWxH** 4672x2063x1678 **Kerb weight** 1540kg

2.0 dCi 175	169	126	10.7	38.2	TBC
2.0 dCi 175 4WD X-Tronic	169	125	9.5	36.2	TBC

ROLLS-ROYCE

Wraith 2dr coupé £224,823–£280,223 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

6.6 V12	624	155	4.6	19.8	327

Dawn 2dr open £266,055–£302,655 ★★★★½
Essentially as above, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

6.6 V12	563	155	5.0	19.6	330

Ghost 4dr saloon £227,423–£262,823 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

6.6 V12	563	155	4.9-5.0	19.8-20.0	327-329

Phantom 4dr saloon £362,055 ★★★★★
Phantom takes opulent luxury to a whole level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

6.75 TV12	563	155	5.3-5.4	20.3	318-319

Cullinan 4dr SUV £250,000 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

6.75 TV12	563	155	5.2	18.8	341

SEAT

Mii 5dr hatch £11,900–£12,420 ★★★½☆
Not as desirable or plush as the Up but nearly as good to drive. **LxWxH** 3557x1643x1474 **Kerb weight** 929kg

1.0 60	59	99	14.4	50.4-53.3	TBC
1.0 75	74	106	13.2	49.6-51.4	TBC

Ibiza 5dr hatch £15,495–£21,645 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

1.0 MPI 80	79	106	14.6	45.6-48.7	TBC
1.0 TSI 95	93	113	10.9	47.9-53.3	TBC
1.0 TSI 115	113	121	9.3	44.1-50.4	TBC
1.6 TDI 95	93	113	7.5	55.4-60.1	TBC

Leon 5dr hatch £18,260–£30,980 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

1.0 TSI 115	113	121	9.8	46.3-50.4	TBC
1.5 TSI EVO 130	128	126	9.4	42.2-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.9-48.7	TBC
2.0 TSI 190	188	142	7.2	38.7-40.4	TBC
2.0 TSI Cupra	288	150	6.0	35.8-38.7	TBC
1.6 TDI 115	113	122	9.8	49.6-55.4	TBC
2.0 TDI 150	148	134	8.4	TBC	TBC

Leon ST 5dr estate £19,255–£34,370 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

1.0 TSI 115	113	122	10.1	45.6-50.4	TBC
1.5 TSI EVO 130	128	129	9.5	41.5-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.4-48.7	TBC
2.0 TSI 190	188	144	7.3	38.7-39.8	TBC
2.0 TSI Cupra	288	155	5.2	32.1-33.6	TBC
1.6 TDI 115	113	122	10.6	53.3-55.4	TBC

Arona 5dr SUV £17,145–£25,170 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

1.0 TSI 95	93	107	11.2	45.6-48.7	TBC
1.0 TSI 115	113	113	9.8-10.0	44.1-46.3	TBC
1.5 TSI EVO 150	148	127	8.3	44.8-48.7	TBC
1.6 TDI 95	93	107	11.9	49.6-56.5	TBC
1.6 TDI 115	113	115	10.3	50.4-57.6	TBC

Ateca 5dr SUV £21,940–£34,120 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

1.0 EcoTSI 115	113	114	11.0	42.8-42.8	TBC
1.5 TSI EVO 150	148	123	8.6	33.6-41.5	TBC
2.0 TSI 190 4Drive	187	132	7.9	32.5-33.6	TBC
1.6 TDI 115	113	114	11.5	44.1-54.3	TBC
2.0 TDI 150	148	122	9.0	46.3-50.4	TBC
2.0 TDI 190 4Drive	187	132	7.5	TBC	TBC

Alhambra 5dr MPV £27,590–£38,325 ★★★★☆
This cheaper version of the VW Sharan is spacious, versatile and good to drive. **LxWxH** 4854x1904x1730 **Kerb weight** 1755kg

1.4 TSI 150	148	124	9.9	33.2-35.8	TBC
2.0 TDI Ecomotive 150	148	123-124	10.2-10.3	38.7-44.1	TBC

Tarraco 5dr SUV £28,335–£38,055 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

1.5 TSI EVO 150	148	125	9.7	35.3-37.2	TBC
2.0 TSI 4Drive 190	188	131	8.0	29.7-31.0	TBC

2.0 TDI 150	148	126	9.8	37.2-47.1	TBC
2.0 TDI 4Drive 150	148	123	9.8	37.2-39.8	TBC
2.0 TDI 4Drive 190	188	130	8.0	37.2-38.2	TBC

SKODA

Citigo 3dr hatch £8890–£11,890 ★★★½☆
A Czech take on the city car is more fun to drive than its plain-Jane exterior suggests. **LxWxH** 3597x1641x1478 **Kerb weight** 854kg

1.0 MPI 60 GreenTech	59	100	13.9	54.3-55.4	115-118
1.0 MPI 75 GreenTech	74	107	13.1	53.3	119-120

Fabia 5dr hatch £12,260–£18,835 ★★★½☆
Comfortable, affordable, easy-to-drive and attractive, but no more so than its rivals. **LxWxH** 4009x1958x1452 **Kerb weight** 1151kg

1.0 MPI 60	58	98	16.6	50.4	127
1.0 MPI 75	73	104	14.9	48.7-49.6	128-130
1.0 TSI 95	94	114	10.8	50.4-51.3	124-127
1.0 TSI 110	108	121	9.6	49.6-51.4	125-128
1.0 TSI 110 DSG	108	120	10.1	47.1-47.9	133-136

Fabia Estate 5dr estate £14,160–£19,070 ★★★★☆
Far more practical, majoring on boot space while doing what a good Skoda should. **LxWxH** 4271x1958x1473 **Kerb weight** 1182kg

1.0 MPI 75	74	105	15.2	49.6	128-130
1.0 TSI 95	94	115	10.9	50.4-51.4	124-128
1.0 TSI 110	108	122	9.7	49.6-51.4	125-129
1.0 TSI 110 DSG	108	121	10.2	47.1-47.9	134-136

Scala 5dr hatch £18,595–£23,315 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

1.0 TSI 115	113	125	9.8	44.8-49.6	TBC
1.5 TSI 150	148	136	8.2	40.9-45.6	TBC
1.6 TDI 115	113	124-125	10.1-10.3	49.6-57.7	TBC

Octavia 5dr hatch £18,315–£31,170 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4670x1814x1461 **Kerb weight** 1225kg

1.0 TSI 115	113	126	9.6-9.7	45.6-50.4	126-141
1.4 TSI 150	148	136	7.8-7.9	44.1-48.7	132-145
2.0 TSI 190	188	147	7.3	40.9	155-156
2.0 TSI 245 vRS	241	155	6.4	38.2-38.7	165-168
1.6 TDI 115	113	126	9.8	53.3-58.9	126-139
2.0 TDI 150	148	135	8.1	53.3-56.5	132-139
2.0 TDI 184 vRS	182	142-145	7.6-8.1	44.8-50.4	146-164

Octavia Estate 5dr estate £19,515–£31,495 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

1.0 TSI 115	113	124-125	9.8	42.8-48.7	131-149
1.5 TSI 150	148	134	7.9-8.0	42.8-46.3	137-149
2.0 TSI 190	188	143	7.4	35.3-39.8	160-182
2.0 TSI 245 vRS	241	155	6.5	37.1-38.2	168-172
1.6 TDI 115	113	124-125	9.8-9.9	51.4-56.5	131-144
2.0 TDI 150	148	132-134	8.2-8.3	52.8-53.3	140-149
2.0 TDI 150 4x4	148	130	8.1	47.9-51.4	143-153
2.0 TDI 150 4x4 Scout	148	129	8.8	44.8	164
2.0 TDI 184 vRS	182	135-140	7.7-8.2	43.5-49.6	151-170

Superb 5dr hatch £23,905–£38,365 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4861x1864x1468 **Kerb weight** 1340kg

1.5 TSI 150	148	137	8.3-8.5	40.9-45.6	141-157
2.0 TSI 190	188	148	7.7	35.3-38.2	TBC
2.0 TSI 272 4X4	270	155	5.5	32.8	194
1.6 TDI 120	118	128	10.5-10.6	52.3	142
2.0 TDI 150	148	135-137	8.5-8.6	50.4-52.3	140-146
2.0 TDI 190	187	145	8.3	50.4	147
2.0 TDI 190 4X4	187	143	8.0	44.8	166

Superb Estate 5dr estate £25,185–£39,965 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

1.5 TSI 150	148	135	8.4-8.6	39.2-43.5	146-163
2.0 TSI 190	188	142	7.7	35.3-37.7	TBC
2.0 TSI 272 4X4	270	155	5.6	32.5	197-198
1.6 TDI 120	118	127-128	10.6-10.7	49.6	148-150
2.0 TDI 150	148	132-135	8.6-8.8	49.6-52.3	142-150
2.0 TDI 190	187	TBC	TBC	48.7	151-152
2.0 TDI 190 4X4	187	142	7.4	43.5	170-171

Kamiq 5dr SUV £17,700–£25,130 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

GREATEST ROAD TESTS OF ALL TIME

RENAULT CLIO 182 — TESTED 16.4.04

Renault's diminutive hot hatchback possessed a rapid turn of speed and tenacious grip in a brilliantly adjustable chassis weighing only 1090kg. Such a package was bound to attract the attention of enthusiasts.

Light, agile and with an engine that delivered its power in a classic fizz-bang way akin to hot hatchbacks of old, the little Renault followed the recipe of traditional French hot hatches and was always set for greatness.

Increased castor, stiffer front suspension and bespoke Michelin tyres gave the Clio 182 super-sharp turn-in while also allowing the car's line to be altered easily with small throttle inputs. Allied to great steering feel, thanks to Renault's persistence with hydraulic power steering, and a set of fine stoppers, it all combined to make the 182 a pretty formidable package at £14,613.

However, refinement in the hot Renault was in short supply. The motor was lumpy at idle and noisily intrusive at speed. Renault tried hard to make the 182 a pleasant place to be but the awkward driving position and finish in the cabin – described at best as sporty owing to its Alcantara and leather trim – meant it ultimately lacked the class of the Mini.

FOR Pace, excellent handling, value for money
AGAINST Refinement, poor driving position, poor residuals

FACTFILE

Price £14,613 **Engine** 4 cyls in line, 1998cc, petrol **Power** 182bhp at 6500rpm **Torque** 148lb ft at 5250rpm **0-60mph** 6.3sec **0-100mph** 17.0sec **Standing quarter mile** 14.7sec, 101mph **50-0mph** 23.9m **60-0mph** na **70-0mph** 48.6m **Top speed** 138mph **Economy** 27.8mpg

WHAT HAPPENED NEXT...

The Clio 182 was a massive success in the UK and prompted Renault to develop a limited production run of 500 Clio Trophy cars to be sold in Britain. The Trophy models received a 10mm reduction in front ride height and gained Sachs remote-reservoir dampers all round as well as a set of lightweight 16in wheels, reducing unsprung weight by 1.3kg per corner.

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
SMART					
Fortwo 3dr hatch/open £21,195–£23,930 ★★★☆☆					
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg					
Electric Drive	79	81	11.5-11.8	TBC	0
Forfour 5dr hatch £21,690–£22,285 ★★★☆☆					
Four doors give the Smart more mainstream practicality. Still expensive, though. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg					
Electric Drive	79	81	12.7	TBC	0
SSANGYONG					
Tivoli 5dr SUV £14,495–£21,495 ★★★½☆					
Trails the Duster as the best-value small crossover - but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg					
1.6 128	126	99-106	11.0-12.0	35.3-38.2	TBC
1.6d 115	113	107-109	12.0	45.3-54.3	TBC
Tivoli XLV 5dr SUV £19,745–£22,245 ★★★½☆					
Now grown in size for more practicality but that doesn't increase the Tivoli's appeal. **LxWxH** 4440x1798x1635 **Kerb weight** 1405kg					
1.6 128	126	99-106	11.0-12.0	34.9-37.2	TBC
1.6d 115	113	107-109	12.0	42.8-51.4	TBC
Korando 5dr SUV £19,995–£31,995 ★★★☆☆					
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg					
1.5 GDI-Turbo	161	118-120	12.0	TBC	TBC
1.6L 2WD	133	112	12.0	48.7	TBC
1.6L 4WD	133	112	12.0	43.5	TBC
Musso 5dr SUV £25,131–£35,031 ★★★☆☆					
Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg					
2.2d 181	178	115-121	12.2	TBC	TBC
Rexton 5dr SUV £28,995–£38,995 ★★★½☆					
A vast improvement. Better on the road but without ditching its argicultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg					
2.2d 181	178	115	11.3-11.9	TBC	TBC
Turismo 5dr MPV £21,495–£27,995 ★★★☆☆					
Incredibly ungainly but offers huge real estate for the money. **LxWxH** 5130x1915x1850 **Kerb weight** 2115kg					
2.2d 178	175	108-116	TBC	TBC	TBC
SUBARU					
Impreza 5dr hatch £24,310–£25,010 ★★★☆☆					
Appealing hatchback has been steadily improved but still feels old-fashioned. **LxWxH** 4415x1740x1465 **Kerb weight** 1374kg					
1.6i	112	112	12.4	35.9	TBC
2.0i	153	127	9.8	TBC	TBC
Levorg 5dr estate £30,010 ★★★☆☆					
Impressively practical but only offered with an automatic gearbox and one trim. **LxWxH** 4690x1780x1490 **Kerb weight** 1568kg					
1.6i	167	130	8.9	TBC	TBC
XV 5dr SUV £25,310–£28,510 ★★★☆☆					
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg					
1.6i	112	109	13.9	35.3	TBC
2.0i	154	120	10.4	TBC	TBC
Forester 5dr estate £30,000–£32,500 ★★★☆☆					
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg					
2.0i 150	148	118-119	10.6-11.8	32.2	TBC
Outback 5dr estate £29,995–£33,010 ★★½☆☆					
Acceptable in isolation but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg					
2.5i	172	130	10.2	33.0	TBC
BRZ 2dr coupé £27,025–£28,510 ★★★★★					
The GT86's half-brother looks great in Subaru blue. Cheaper, too. **LxWxH** 4240x1775x1320 **Kerb weight** 1242kg					
2.0i	197	130-140	7.6-8.2	33.3	TBC
SUZUKI					
Celerio 5dr hatch £8999–£10,499 ★★★½☆					
Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it. **LxWxH** 3600x1600x1540 **Kerb weight** 835kg					
1.0 K10C Dualjet	66	96	13.0	58.8	TBC
Ignis 5dr hatch £11,849–£14,849 ★★★★☆					
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg					
1.2 Dualjet	87	106	11.8	52.9	TBC
1.2 Dualjet SHVS	87	106	11.4	54.1	TBC
1.2 Dualjet SHVS 4x4	87	103	11.1	54.1	TBC
Jimny 3dr SUV £15,499–£17,999 ★★★½☆					
Charming 4x4 is capable and affordable but retains its dynamic foibles. **LxWxH** 3645x1645x1725 **Kerb weight** 1135kg					
1.5 VVT	100	90	11.9	32.2-35.8	178-198
Swift 5dr hatch £12,499–£18,499 ★★★½☆					
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg					
1.2 Dualjet	87	111	11.9	55.4	115
1.2 Dualjet SHVS 4x4	87	105	12.6	49.7	128
1.0 Boosterjet	108	118-121	10.0-10.6	49.6-51.8	123-136
1.4 Boosterjet Sport	138	130	8.1	47.1	135
Baleno 5dr hatch £13,249–£16,249 ★★★½☆					
Suzuki's family-sized hatchback makes use of clever little engines. **LxWxH** 3995x1745x1470 **Kerb weight** 920kg					
1.0 Boosterjet	108	118-124	11.0-11.4	46.8-52.4	TBC
Vitara 5dr SUV £16,999–£25,649 ★★★½☆					
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg					
1.0 Boosterjet	108	111	11.5-12.5	39.4-45.9	139-162
1.4 Boosterjet	136	124	9.5-10.2	36.6-43.6	146-174
S-Cross 5dr SUV £17,499–£26,099 ★★★½☆					
A worthy crossover if not a class leader. Refreshed looks give a lease of life. **LxWxH** 4300x1785x1585 **Kerb weight** 1160kg					
1.0 Boosterjet	108	106-112	11.0-12.4	404-44.9	120-131
1.0 Boosterjet Allgrip	108	109	12.0	39.2	127
1.4 Boosterjet Allgrip	136	124	10.2	37.7-38.8	141
TESLA					
Model S 5dr hatch £82,190–£96,790 ★★★★½					
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg					
Long range	602	155	4.1	TBC	0
Performance	602	155	2.4	TBC	0
Model 3 4dr saloon £42,990–£56,490 ★★★★☆					
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg					
Standard range plus	235	140	5.3	TBC	0
Long range	346	145	4.4	TBC	0
Performance	449	162	3.2	TBC	0
Model X 5dr SUV £87,190–£101,390 ★★★★½					
A genuine luxury seven-seat electric SUV which also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg					
Long range	602	155	4.7	TBC	0
Performance	602	155	2.8	TBC	0
TOYOTA					
Aygo 3dr hatch £9695–£14,595 ★★★☆☆					
Impactful styling does a lot to recommend it, but not as refined nor as practical as some. **LxWxH** 3455x1615x1460 **Kerb weight** 840kg					
1.0 VVT-i	71	99	13.8	45.8-57.7	TBC
Yaris 5dr hatch £13,515–£26,295 ★★★½☆					
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 975kg					
1.0 VVT-i	67	96	15.3	61.1-61.4	TBC
1.5 VVT-i	108	108	11.0-11.2	54.3-57.6	TBC
1.5 VVT-i Hybrid	71	102	11.8	67.3-76.3	TBC
1.8 VVT-i GRMN	206	143	6.3	TBC	TBC
C-HR 5dr SUV £21,880–£29,170 ★★★★☆					
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg					
1.2 Turbo	112	114-118	10.9-11.1	39.7-41.5	TBC
1.2 Turbo AWD	112	111	11.4	34.0-34.4	TBC
1.8 VVT-i Hybrid	119	105	11.0	55.3-57.6	TBC
Corolla 5dr hatch £21,300–£30,340 ★★★★☆					
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg					
1.2 VVT-i	114	124	9.3	39.2-44.8	128-132
1.8 VVT-i Hybrid	122	111	10.9	55.3-62.7	76-83
2.0 VVT-i Hybrid	180	111	7.9	50.4-54.2	89
Corolla Sports Tourer 5dr estate £22,575–£30,345 ★★★★☆					
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg					
1.2 VVT-i	114	124	9.6	41.5-44.1	128-132
1.8 VVT-i Hybrid	122	111	11.1	57.6-62.7	76-83
2.0 VVT-i Hybrid	180	111	8.1	53.2	89
RAV4 5dr SUV £29,635–£36,640 ★★★☆☆					
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg					
2.5 Hybrid	194	112	8.4	48.7-50.4	TBC
2.5 Hybrid AWD	194	112	8.4	47.8-48.7	TBC
Land Cruiser 5dr SUV £34,690–£54,040 ★★★½☆					
A real go-anywhere vehicle. Totally rugged and available with seven seats. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg					
2.8 D-4D	171	109	12.1-12.7	27.4-31.0	TBC
GT86 2dr coupé £27,285–£31,795 ★★★★½					
Almost the most fun you can have on a limited budget. Splendid. **LxWxH** 4240x1775x1320 **Kerb weight** 1247kg					
2.0i	197	130-140	7.6-8.2	32.8-33.2	TBC
GR Supra 2dr coupé £52,695–£54,000 ★★★★☆					
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg					
3.0i	335	155	4.3	34.5	TBC
Prius 5dr hatch £24,245–£28,350 ★★★★☆					
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg					
1.8 VVT-i Hybrid	120	112	10.6	60.1-61.4	TBC
Prius Plug-in Hybrid 5dr hatch £31,695–£33,895 ★★★★☆					
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg					
1.8 VVT-i Hybrid	120	101	11.1	235.4	TBC
Prius+ 5dr MPV £27,830–£30,175 ★★★☆☆					
Expensive, old and ugly variant of the Prius, but can carry seven. **LxWxH** 4645x1775x1575 **Kerb weight** 1500kg					
1.8 VVT-i Hybrid	132	103	11.3	47.0-48.7	TBC
VAUXHALL					
Adam 3dr hatch £13,850–£15,700 ★★★☆☆					
Certainly looks the part, but there are better superminis ahead of it. **LxWxH** 3698x1720x1484 **Kerb weight** 1101kg					
1.2i 70	69	103	14.9	43.5-44.1	TBC
Corsa 3dr/5dr hatch £11,730–£19,735 ★★★½☆					
Refined, stylish and practical, but its engines aren't so good. **LxWxH** 4021x1736x1479 **Kerb weight** 1141kg					
1.4i 75	74	101	15.5	42.2-43.5	TBC
1.4i 90	88	109	13.2	38.2-42.8	TBC
1.4i Turbo 100	98	115	11.0	42.8-43.5	TBC
1.4i Turbo 150	148	129	8.9	40.4-42.2	TBC
Astra 5dr hatch £18,900–£26,030 ★★★★☆					
Good handling and nice engines, but its working-class roots still show through. **LxWxH** 4370x1809x1485 **Kerb weight** 1244kg					
1.0i Turbo 105	103	121	10.5	45.6-47.9	TBC
1.4i Turbo 125	123	127	8.6	43.5-45.6	TBC
1.4i Turbo 150	148	134	7.8	38.2-44.1	TBC
1.6 CDTi 110	108	124	10.2	55.4-58.9	TBC
1.6 CDTi 136	134	127	9.0	48.7-57.6	TBC
Astra Sports Tourer 5dr estate £20,350–£24,680 ★★★★☆					
More composed and practical than the hatchback. **LxWxH** 4702x1809x1510 **Kerb weight** 1273kg					
1.0i Turbo 105	103	121	11.0	45.6-47.9	TBC
1.4i Turbo 125	123	127	9.0	43.5-45.6	TBC
1.4i Turbo 150	148	134	8.2	37.7-44.1	TBC
1.6 CDTi 110	108	121	10.7	54.3-58.9	TBC
1.6 CDTi 136	134	127	9.5	47.9-57.6	TBC
Insignia Grand Sport 5dr hatch £19,940–£37,620 ★★★★☆					
The good-looking and tech-filled Insignia makes an attractive proposition. **LxWxH** 4897x1863x1455 **Kerb weight** 1714kg					
1.5 Turbo 140	138	130	9.3	42.8-44.1	TBC
1.5 Turbo 165	162	138	8.4	38.7-44.1	TBC
1.6 Turbo 200	198	146	7.2	36.7-39.8	TBC
1.6 Turbo D 110	108	127	10.9	55.4-57.6	TBC
1.6 Turbo D 136	134	126-131	9.9-10.2	47.1-54.3	TBC
2.0 Turbo D 170	167	139-140	8.2-8.4	43.5-51.4	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.7	TBC
Insignia Sports Tourer 5dr estate £21,500–£39,120 ★★★★☆					
The practical version of the Insignia that aims to take the fight to premium rivals. **LxWxH** 4986x1863x1514 **Kerb weight** 1487kg					
1.5 Turbo 140	138	129	9.6	40.9-42.8	TBC
1.5 Turbo 165	162	135	8.6	37.7-42.8	TBC
1.6 Turbo 200	198	144	7.4	36.2-39.2	TBC
1.6 Turbo D 110	108	125	111.1	53.3-55.4	TBC
1.6 Turbo D 136	134	127-132	10.1-10.5	46.3-52.3	TBC
2.0 Turbo D 170	167	137-139	8.4-8.6	42.2-49.6	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.2-36.7	TBC
Crossland X 5dr SUV £17,710–£23,080 ★★★½☆					
Vauxhall's small SUV is competent enough but lacks any real character. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg					
1.2i 83	81	105	14.0	42.2-44.1	TBC
1.2i Turbo 110	108	117	10.6	39.8-46.3	TBC
1.2i Turbo 130	128	128	9.1	42.2-44.1	TBC
1.5 Turbo D 102	101	111	9.9	55.4-58.9	TBC
Mokka X 5dr SUV £20,640–£25,840 ★★★½☆					
Compact and competent but lacks any persuasive qualities. **LxWxH** 4275x1780x1658 **Kerb weight** 1394kg					
1.4 Turbo 140	138	119-122	9.3-10.1	34.4-36.7	TBC
1.4 Turbo 140 4x4	138	116	9.3	34.4-39.2	TBC
1.6 CDTi 136	134	117-118	9.3-10.3	43.5-50.4	TBC
Grandland X 5dr SUV £23,410–£34,930 ★★★☆☆					
Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x1811x1630 **Kerb weight** 1350kg					
1.2 Turbo 130	128	117	10.9-11.1	37.7-42.8	TBC
1.5 Turbo D 130	128	116	11.3	49.6-53.3	TBC
2.0 Turbo D 177	175	133	9.1	42.8-45.6	TBC

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Combo Life 5dr MPV £20,130–£22,230 ★★★½☆
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. **LxWxH** 4403x1841x1921 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo 110	108	109	11.9	38.2-40.9	TBC
1.5 Turbo D 100	99	107	12.7	42.8-47.9	TBC
1.5 Turbo D 130	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN

Up 3dr/5dr hatch £9825–£23,650 ★★★★☆
It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

1.0 60	59	100	14.4	53.3-54.3	TBC
1.0 75	74	106	13.2-13.5	51.4-53.3	TBC
1.0 90	88	114	9.9	54.3-55.4	TBC
1.0 115	113	119	8.8	49.6-50.4	TBC
e-Up	81	80	12.4	TBC	0

Polo 5dr hatch £14,330–£23,155 ★★★★☆
A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

1.0 65	64	102	15.5	47.1-48.7	TBC
1.0 80	78	106	15.4	46.3-48.7	TBC
1.0 TSI 95	93	116	10.8	44.8-52.3	TBC
1.0 TSI 115	113	124	9.5	44.8-49.6	TBC
2.0 TSI GTI 200	197	147	6.7	38.7-39.8	TBC
1.6 TDI 80	79	109	12.9	53.3-55.4	TBC
1.6 TDI 95	93	115	10.8	53.3-55.4	TBC

Golf 3dr/5dr hatch £18,765–£35,635 ★★★★½
Does exactly what everyone expects. Still the king of the family car. **LxWxH** 4258x1790x1492 **Kerb weight** 1206kg

1.0 TSI 85	83	112	11.9	48.7-50.4	TBC
1.0 TSI 115	113	123	9.8	41.5-57.6	TBC
1.5 TSI EVO 130	128	130	9.1	44.1-46.3	TBC
1.5 TSI EVO 150	148	134	8.3	42.2-45.6	TBC
2.0 TSI 245 GTI Performance	241	154-155	6.2	36.7-37.7	TBC
2.0 TSI 300 4Motion R	296	155	4.6-5.1	32.5-32.8	TBC
1.6 TDI 115	113	123	10.2-10.5	50.4-55.4	TBC
2.0 TDI 150	148	133-134	8.6	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.4-7.5	48.7-52.3	TBC
e-Golf	134	93	9.6	TBC	0

Golf Estate 5dr estate £21,345–£36,835 ★★★★½
Practical load-lugging estate doesn't erode the well-rounded Golf package. **LxWxH** 4567x1799x1515 **Kerb weight** 1295kg

1.0 TSI 115	108	TBC	TBC	41.5-44.8	TBC
1.5 TSI EVO 130	128	131	9.5	43.5-47.1	TBC
1.5 TSI EVO 150	148	135	8.7	41.5-44.8	TBC
2.0 TSI 300 4Motion R	296	155	4.8	32.5-32.8	TBC
1.6 TDI 115	113	124	10.7	49.6-57.6	TBC
2.0 TDI 150	148	134-135	8.9	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.8-7.9	47.9-49.6	TBC

Golf SV 5dr MPV £21,000–£29,320 ★★★★☆
Probably the least appealing member of the Golf family but still resolute. **LxWxH** 4338x2050x1578 **Kerb weight** 1335kg

1.0 TSI 85	83	110	13.0	47.1-47.9	TBC
1.0 TSI 115	113	119	11.3	41.5-43.5	TBC
1.5 TSI EVO 130	128	126	9.6	41.5-45.6	TBC
1.5 TSI EVO 150	148	132	8.8	40.9-42.8	TBC
1.6 TDI 115	113	119	11.0	48.7-55.4	TBC
2.0 TDI 150	148	130	9.2	49.6-52.3	TBC

Passat 4dr saloon £23,495–£33,575 ★★★★☆
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

1.5 TSI EVO 150	148	135	8.6	43.5-47.1	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	49.6-50.4	TBC

Passat Estate 5dr estate £25,095–£35,175 ★★★★☆
All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

1.5 TSI EVO 150	148	135	8.6	38.7-44.8	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	47.9-51.4	TBC

Arteon 4dr saloon £33,320–£40,425 ★★★½☆
VW's flagship saloon is well-made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

1.5 TSI EVO 150	148	137	8.9	39.2-40.4	TBC
2.0 TSI 190	187	149	7.5	TBC	TBC
2.0 TSI 272 4Motion	270	155	5.6	32.5-33.2	TBC
2.0 TDI 150	148	137	9.1	49.6-52.3	TBC
2.0 TDI 190	187	148	8.0	48.7-50.4	TBC
2.0 TDI 190 4Motion	187	145	7.8	43.5-44.8	TBC
2.0 BiTDI 240 4Motion	236	152	6.5	TBC	TBC

Touran 5dr MPV £24,045–£30,870 ★★★★☆
Dull overall, but it's a capable MPV, well-made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

1.0 TSI 115	113	119	11.3	39.2-41.5	TBC
1.5 TSI EVO 150	148	130	8.9	37.2-39.8	TBC
1.6 TDI 115	113	118	11.4	47.9-51.4	TBC
2.0 TDI 150	148	128-129	9.3	TBC	TBC

Sharan 5dr MPV £29,115–£39,350 ★★★★½
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. **LxWxH** 4854x1904x1720 **Kerb weight** 1703kg

1.4 TSI 150	148	123-124	9.9	31.4-35.8	TBC
2.0 TDI 115	113	114	12.6	TBC	TBC
2.0 TDI 150	148	123-124	10.3	39.8-43.5	TBC
2.0 TDI 177	175	132-136	8.9	39.8-40.4	TBC

T-Cross 5dr SUV £16,995–£26,740 ★★★★½
Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

1.0 TSI 95	93	112	11.5	46.3-47.9	TBC
1.0 TSI 115	113	120	10.2	43.5-45.6	TBC
1.6 TDI 95	93	111	11.9	49.6-53.3	TBC

T-Roc 5dr SUV £19,270–£31,050 ★★★★☆
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

1.0 TSI 115	113	116	10.1	43.5-44.8	TBC
1.5 TSI EVO 150	148	127	8.3	38.7-42.2	TBC
1.5 TSI EVO 150 4Motion	148	127	8.4	34.0-34.9	TBC
2.0 TSI 190 4Motion	187	134	7.2	34.0-34.4	TBC
1.6 TDI 115	113	116	10.3	49.6-50.4	TBC
2.0 TDI 150	148	124	8.6	48.7-50.4	TBC
2.0 TDI 150 4Motion	148	124	8.7	45.6-46.3	TBC

Tiguan 5dr SUV £23,990–£38,790 ★★★★☆
An improvement on the previous model and will continue to sell by the bucket load. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 130	128	119	10.2	39.8-40.9	TBC
1.5 TSI EVO 150	148	124	9.2	36.7-38.2	TBC
2.0 TSI 190 4Motion	188	131	7.9	39.2-42.8	TBC
2.0 TSI 230 4Motion	228	142	6.3	29.7-30.4	TBC
2.0 TDI 150	148	125-127	9.3	44.8-47.9	TBC
2.0 TDI 150 4Motion	148	124-125	9.3	39.2-42.2	TBC
2.0 TDI 190 4Motion	187	131	7.9	38.7-39.2	TBC

Tiguan Allspace 5dr SUV £30,095–£41,040 ★★★★☆
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 150	148	123	9.5	35.3-35.8	TBC
2.0 TSI 190 4Motion	188	130	7.9	TBC	TBC
2.0 TDI 150	148	124-126	9.8	43.5-44.1	TBC
2.0 TDI 150 4Motion	148	123-124	9.9	38.2-38.7	TBC
2.0 TDI 190 4Motion	187	130	8.6	38.2-38.7	TBC

Touareg 5dr SUV £49,095–£58,295 ★★★★☆
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

3.0 V6 TSI 340	335	155	5.9	24.6-25.9	TBC
3.0 V6 TDI 231	228	135	7.5	33.2-34.9	TBC
3.0 V6 TDI 286	282	148	6.1	32.8-34.9	TBC

VOLVO

V40 5dr hatch £23,995–£29,820 ★★★★☆
Not perfect, but handsome, well-packaged, pragmatic and likeable. **LxWxH** 4370x2041x1470 **Kerb weight** 1417kg

2.0 D2	116	118	10.5	47.9-56.5	TBC
2.0 D3	145	130	8.4	47.1-55.4	TBC
2.0 T2	119	118	9.8	38.2-42.8	TBC
2.0 T3	148	130	8.3	37.2-42.8	TBC

V40 Cross Country 5dr hatch £28,070–£29,819 ★★★★☆
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. **LxWxH** 4369x2041x1439 **Kerb weight** 1428kg

2.0 D3	145	118	8.5	47.9-55.4	TBC
2.0 T3	148	130	8.5	37.2-40.9	TBC

S60 4dr saloon £37,935–£56,105 ★★★★☆
Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

2.0 T5	248	145	6.5	35.3-39.8	152-155
2.0 T8 TwinEngine	390	155	4.6	122.8-176.5	42
2.0 T8 Polestar Engineered	399	155	4.4	104.5	48

V60 5dr estate £32,410–£41,460 ★★★★½
Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

2.0 D3	147	127	9.5	45.6-55.4	TBC
2.0 D4	187	137	7.6	46.3-55.4	TBC
2.0 T5	246	145	6.7	34.0-38.7	TBC

V60 Cross Country 5dr estate £38,270 ★★★★☆
Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

2.0 D4	187	130	8.2	42.8-47.9	TBC

S90 4dr saloon £36,120–£58,555 ★★★★☆
Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

2.0 T4	185	130	8.7	33.2-37.7	TBC
2.0 T5	248	140	6.8	33.2-37.7	TBC
2.0 D4	185	140	8.2	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.0	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 5dr estate £38,120–£60,555 ★★★★☆
luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

2.0 T4	185	130	8.9	33.2-37.7	TBC
2.0 T5	248	140	6.7	33.2-37.7	TBC
2.0 D4	185	140	8.5	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.2	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 Cross Country 5dr estate £43,020–£57,935 ★★★★☆
Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

2.0 D4 AWD	185	130	8.8	40.4-43.5	TBC
2.0 D5 PowerPulse AWD	228	140	7.5	38.2-40.9	TBC
2.0 T5 AWD	250	140	7.4	30.4-32.5	TBC
2.0 T6 AWD	310	140	6.3	30.4-32.5	TBC

XC40 5dr SUV £29,910–£38,020 ★★★★☆
Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

T3	152	124	9.4	36.7-39.8	TBC
T4 AWD	185	130	8.5	32.8-35.3	TBC
T5 AWD	243	140	6.5	31.0-34.0	TBC
D3	145	124	9.8	44.1-51.4	TBC
D3 AWD	145	124	7.5	42.8-44.8	TBC
D4 AWD	185	130	7.9	39.8-44.1	TBC

XC60 5dr SUV £38,320–£60,670 ★★★½☆
Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

2.0 D4 AWD	185	127	8.4	36.7-44.8	TBC
2.0 D5 PowerPulse AWD	228	137	7.2	35.3-40.4	TBC
2.0 T5 AWD	247	137	6.8	30.1-34.0	TBC
2.0 T8 Twin Engine	310	140	5.3	83.1-100.9	TBC

XC90 5dr SUV £51,860–£72,795 ★★★★☆
Clever packaging, smart styling, good to drive: Volvo's closest thing to a class-leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

2.0 D5 PowerPulse AWD	228	137	7.8	34.0-36.7	TBC
2.0 T5 AWD	250	134	7.9	26.9-30.4	TBC
2.0 T6 AWD	310	143	6.5	26.2-28.8	TBC
2.0 T8 Twin Engine	310	140	5.6	74.3-83.1	TBC

VUHL

05 0dr open £59,995–£89,995 ★★★★☆
Mexican track-day special has a pleasingly pragmatic and forgiving chassis. **LxWxH** 3718x1876x1120 **Kerb weight** 725kg

2.0 DOHC Turbo	285	152	3.7	TBC	TBC
2.3 DOHC Turbo RR	385	158	2.7	TBC	TBC

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆
Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** TBC **Kerb weight** TBC

1.6 Sigma	135	TBC	TBC	TBC	TBC
1.6 Sigma	155	TBC	TBC	TBC	TBC
2.0 Duratec	200	TBC	TBC	TBC	TBC
2.0 Ecoboost	252	TBC	TBC	TBC	TBC

Mega 2dr coupé £14,999–£15,595 ★★★½☆
Mega engines make it rapid, but not as fun as Caterham's R range. **LxWxH** TBC **Kerb weight** TBC

1.3 Suzuki Hyabusa	177	136	3.0	TBC	TBC
2.0 VTEC S2000	240	TBC	TBC	TBC	TBC

ZENOS

E10 0dr coupé £26,995–£39,995 ★★★★½
The latest in a long line of mid-engined British marvels. Expect a dedicated following. **LxWxH** 3800x1870x1130 **Kerb weight** 700kg

2.0 Ecoboost S	250	145	4.0	TBC	TBC
2.3 Ecoboost R	350	155	3.0	TBC	TBC

WHAT'S COMING WHEN

Polestar 2

On sale June, priced from £49,900

The Tesla Model 3 won't have all the attention for long, as newcomer (of sorts) Polestar muscles in with the similarly sized and similarly priced 2. Starting from less than £50k in fully loaded launch guise, with cheaper models to come, the Volvo XC40 Recharge relation gets a 78kWh battery pack, a 402bhp electric powertrain and a sub-5.0sec 0-62mph time. The range is said to be around 311 miles.

FEBRUARY
Audi RS Q8, **Fiat** 500 Mild Hybrid, **Jaguar** F-Type facelift, **Kia** Ceed SW PHEV, Xceed PHEV, **Lotus** Evora GT 410, **McLaren** 620R, Speedtail, **Mini** Electric, **Peugeot** 3008 PHEV, 508 PHEV, 508 SW PHEV, **Renault** Captur, **Seat** Mii Electric, **Volkswagen** e-Up, Up facelift, Up GTI facelift

MARCH
Alpina B3, **BMW** X5 M, X6 M, **Fiat** Panda Mild Hybrid, **Land Rover** Defender, **Mercedes-AMG** GLE 53, GLE 53 Coupé, **Skoda** Citigo-e iV, **Smart** EQ Forfour facelift, EQ Fortwo facelift, **Uniti** One, **Vauxhall** Corsa-e, **Volkswagen** T-Roc Cabriolet, **Volvo** XC40 PHEV

APRIL
Aston Martin DBX, **Mercedes-AMG** GLA 35, GLB 35, **Mercedes-Benz** GLA, **Polestar** 1, **Porsche** 718 Boxster GTS, 718 Cayman GTS, **Seat** Leon

MAY
Ford Kuga, **Hyundai** i20, i30 facelift, **Land Rover** Discovery Sport PHEV, Range Rover Evoque PHEV, **Mercedes-Maybach** GLS, **Mini** JCW GP, **Skoda** Octavia, **Vauxhall** Insignia facelift

JUNE
Aston Martin Valkyrie, **BMW** M2 CS, M8, **Citroën** C5 Aircross PHEV, **Ferrari** SF90 Stradale, **Honda** E, **Mercedes-AMG** GLS 63, **Polestar** 2

JULY
Aston Martin Vantage Volante, **Audi** S3, **Chevrolet** Corvette, **Honda** Jazz, **Jaguar** F-Pace facelift, **Jeep** Gladiator, **Lamborghini** Sián FKP 37, **Lexus** LC Convertible, **Mercedes-AMG** GLE 63, GLE 63 Coupé, **Pininfarina** Battista, **Porsche** 911 Turbo, **Volkswagen** Golf GTE, ID 3

AUGUST
Alpina B8, **Audi** A3 Sportback, **Fiat** 500e, **Jaguar** XF facelift, **Jeep** Renegade PHEV, **Honda** Civic Type R facelift, **Kia** Sorento, **Lotus** Evija, **Mercedes-AMG** GT R Black Series, **Seat** Ateca facelift, **Volkswagen** Touareg R PHEV

SEPTEMBER
Audi A3 saloon, Q5 facelift, **Cupra** Leon PHEV, **Jaguar** E-Pace facelift, **Maserati** Ghibli facelift, Levante facelift, Quattroporte facelift, **Mercedes-AMG** GT 73 4-Door Coupé, **Mercedes-Benz** E-Class facelift, **Mitsubishi** Outlander PHEV, **Porsche** 718 Cayman GT4 RS, **Skoda** Octavia PHEV, **Toyota** RAV4 PHEV, Yaris, **Volkswagen** Golf GTD, Golf GTI, Golf R

OCTOBER
Audi A3 E-tron, RS3, **Cupra** Formentor, **DS** saloon, **Ferrari** Roma, **Ford** Mustang Mach-E, **Hyundai** Tucson, **Maserati** sports car, **Mercedes-Benz** CLA PHEV, **Mini** Countryman facelift, **Skoda** Octavia vRS, **Ssangyong** Korando EV, **Subaru** Levorg, **Volvo** XC40 Recharge

NOVEMBER
Alfa Romeo Tonale, **Alpina** XB7, **McLaren** 750LT, **Mercedes-Benz** S-Class, **MG** HS PHEV, **Porsche** Panamera facelift, **Seat** El-Born, **Tesla** Model Y, **Toyota** Corolla GR

DECEMBER
BMW iX3, **Citroën** C4 Cactus EV, **Ford** Puma ST, **McLaren** Elva, **Mercedes-Benz** EQA, **Porsche** 911 GT3, **Rolls-Royce** Ghost, **Tesla** Model S Plaid, **Toyota** GR Yaris, **Wiesmann** sports car

Matt Prior

TESTER'S NOTES

Zero-emission cars will mean a rethink to the tax system

This is the most exciting time in the motor industry since the introduction of the steering wheel, they say. It's certainly the most exhausting.

Last week's government announcement that by 2035 it intends to end sales of all new cars that aren't zero emissions has been greeted with everything from 'well, this is impossible' to 'just ban the car', with lots in between where, as is the way with most arguments, the right path is likely to exist.

But when even the biggest EV proponents are saying "please remember, these proposals are subject to consultation", it's fair to say they're not without difficulty. It won't help that Volkswagen and Bosch have conspired to ensure that legislators' 'consultations' with the motor industry are at a particularly low point.

But look, life generally gets better. Civilisation gets cleaner, people become less fighty, and fairer, and wealthier, and more equal, and it'll all be fine. People who like EVs (I'm one of them) still like cars, after all. Some even like engines.

What will happen to this in an EV world?

> "What's important is that the car has a future, because it's just the best, isn't it?"

(I'm one of those, too.)

Switching to zero emissions is like undertaking a risk assessment at work: they still want you to do your job; they just want to mitigate the worst of the consequences.

I don't think it'll be straightforward. Recently I said that Honda's insistence on fitting HDMI sockets and a virtual aquarium in the Honda E seems daft, unless you're sitting in a car doing nothing but waiting. But I was forgetting that, perhaps at times, you will be. (If you @ me, I'll reply when I'm next doing it.) I worry that local councils won't provide enough chargers in enough overnight parking spots for those who can't fit chargers at home. But private energy and charge station companies will make charging easy: they want the business, because they want the money.

Ah, the money. You might notice you give quite a lot of that to the Treasury on the premise that your combustion-engined car is dirty. EVs are comparatively clean but the government, I suspect, will miss the £30 billion so measures will have to make the electricity that goes to your car – but not the electricity that goes to your gran's flat's radiators – expensive.

And, I wonder, what of the taxes designed to penalise those who take dirty cars into cities? It's said they exist to improve air quality, but let's see how much cities get used to having the money.

What's important is not that the internal combustion engine has a future: it's that the car has a future, because – while I also want more trains and buses and for those to be cheaper – it's just the best, isn't it? The choice. The freedom. The ability to decide not to turn left and go to work, but to turn right, on a whim, and just go. The car has let us live and work where we like. People won't accept that being turned off. The car wins.

And, then, what of what will be the old stuff? You and me pottering about on motorcycles or in classics or today's sports cars or Q-registration specials? The Silverstone Classics, Goodwood Revivals, Bicester Sunday Scrambles and all the niche motorsports and events. I think they'll be fine. It's big business, not small hobbies, where the battle lines will be drawn. And finally, the pressure will be off. When you fire up a vee-twin with a lively exhaust, people will look upon it with a benign air, like today they look on a steam train. It'll be nice not to be the enemy.

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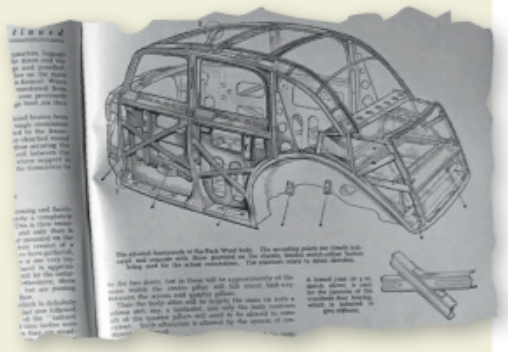
matt.prior@haymarket.com
@matty_prior

ESTABLISHED 1895

The Autocar



Craft gives way to science

7 and 14 February 1947

"DURING THE WAR, most of the famous coachbuilders were engaged on aircraft work. They have thus added very considerably to their experience, and are now turning that knowledge to good advantage," we explained in 1947.

Many of the old principles of traditional coachbuilding were "in a state of flux", with some being retained and others having "new ideas grafted onto them".

One revolutionary arrival was the subframe, which made a rigid framework. Others included the use of angle brackets in place of "very heavy and massive members"; mechanical rather than human panel beaters; and the use of jugs and sub-assemblies, which yielded higher-quality production.

And elsewhere, frames of welded steel tubes or boxes, channels and other complex sections were being used to better underpin the car.

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DMS AUTOMOTIVE
UNLEASHING PERFORMANCE

THE ULTIMATE IN PERFORMANCE UPGRADES

AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 21 YEARS

DMS MCLAREN 720S (**EVO** SEPTEMBER 2018)
"THIS IS A CAR THAT NOT ONLY DESERVES YOUR FULL ATTENTION, BUT REQUIRES IT"

DMS 911 TURBO (ULTIMATE SUPERCAR SPRING 2019**)**
"BALLISTIC PERFORMANCE IN AN EMINENTLY USEABLE PACKAGE"

DMS F10 M5 (**EVO** DEC '15)
"730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

DMS MCLAREN 650S (**EVO** OCT '15)
"REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"

DMS M2 (**EVO** SEPT '15)
"MORE POWER DOES MEAN MORE FUN"

BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

AUDI
AUDI RS6 4.0 T V8 » 700+BHP (+DE-LIMIT)
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI 2017 R8 V10 » 650BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 / RS5 » 480+ BHP (+DE-LIMIT)
AUDI RS3 / TTRS (8V MK2) » 480+ BHP
AUDI S3 / GOLF R » 378+ BHP (+DE-LIMIT)
AUDI 3.0TDI (ALL MODELS) » 315+ BHP
AUDI 3.0 BI-TDI (ALL MODELS) » 400+ BHP
AUDI Q7 / A8 4.2 TDI » 400+ BHP

BMW
F90 M5 » 750+BHP (+DELIMIT)
M2 COMPETITION » 530BHP (+DE-LIMIT)
M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450+BHP
M140I / 240I / 340I / 440I » 430+BHP
M135I/M235I » 410+BHP
i8 » 415BHP
120I / 220I / 320I / 420I » 275+BHP
118D / 218D / 318D » 225BHP
120D / 220D / 320D / 420D » 40BHP
330I / 430I » 320+BHP
335I / 435I » 410+BHP
330E » 320+BHP
330D / 430D / 530D / 730D » 360BHP
335D / 435D / 535D » 395+BHP
550I / 650I » 555+BHP (+DE-LIMIT)
640D / 740D » 395BHP (+DE-LIMIT)
X530D / X630D » 360BHP

MERCEDES-BENZ
A35 AMG » 350+BHP (+DE-LIMIT)
E63S W213 » 700+BHP (+DE-LIMIT)
A45 / CLA45 AMG » 430+BHP
AMG GT / GTS » 560BHP (+DE-LIMIT)
C43 / E43 / GLC43 AMG » 455BHP
C63 / 63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
C300E » 350BHP
C400/E400 » 400BHP
350 CDI (ALL MODELS) » 315BHP
420/450 CDI (ALL MODELS) » 358BHP

ALL 2019 RANGE ROVERS AVAILABLE
RR 50SC / SVO / SVR STAGE 1 » 600+BHP
RR 50SC / SVO / SVR STAGE 2 » 650+BHP
2.2 DIESEL (ALL MODELS) » 220+BHP
2.0 DIESEL (ALL MODELS) » 225/265BHP
VELAR 30SI6 » 420BHP
RR 4.4 TDV8 » 395 BHP
RR TDV6 / SDV6 3.0D » 305/350 BHP
DEFENDER 2.2 » 180BHP

PORSCHE
991.2 GT2 RS » 780+BHP
TURBO / S (ALL MODELS) » 750+BHP
991.2 CARRERA (ALL MODELS) » 500+BHP
991.2 CARRERA S (ALL MODELS) » 500+BHP
991.2 CARRERA GTS (ALL MODELS) » 540+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997.2 GT3 RS » 480 BHP
997 GT2 RS » 670+ BHP
997 TURBO / S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
996 TURBO / GT2 » 600+ BHP
BOXSTER / CAYMAN 718 GTS » 420+BHP
BOXSTER / CAYMAN 718 S » 420+BHP
BOXSTER / CAYMAN 718 » 380+BHP
BOXSTER / CAYMAN 981 GT4 » 430+BHP
BOXSTER / CAYMAN 981 GTS » 375+BHP
BOXSTER / CAYMAN 981 S » 345+BHP
CAYENNE TURBO 4.8 (ALL) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE / MACAN 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP
MACAN TURBO (ALL MODELS) » 480+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

EXOTIC / MISC
WRAITH / DAWN » 720+BHP
FERRARI 488 PISTA » 780+BHP
FERRARI 488 » 750+BHP
FERRARI PORTOFINO » 680+BHP
FERRARI LUSSO T » 710+BHP
FERRARI CALI T » 680BHP
FERRARI F12 » 780+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4 /650S » 720 BHP
MCLAREN 570/S » 680+BHP
MCLAREN 600LT » 680+BHP
MCLAREN 675LT » 750BHP
MCLAREN 720S » 840+BHP
MCLAREN SENNA » 875+BHP
GALLARDO LP560 » 608+BHP
HURACAN LP610 » 650BHP
AVENTADOR » 750+BHP
BENTLEY 4.0 T V8 » 700+BHP
BENTLEY GT / F-SPUR » 700BHP
GT SPEED / SUPERSPORT » 720+BHP
BENTAYGA W12 » 720+BHP
MASERATI 3.0S PETROL » 470 BHP
MASERATI 3.0 DIESEL » 312 BHP

FURTHER OPTIONS
As well as installing the above engine tunes, we are able to further individualise your car with additional features. Some of which are shown here. Contact us for further details.

Exhaust tuning (Pop's & crackles) | Customized driving modes | Gearbox tuning | Sport dials calibration | Exhaust butterfly control

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MORE BHP EQUALS LESS RPM EQUALS MORE MPG

DESIGNED IN THE UK
DEVELOPED AT OUR NÜRBURGRING TESTING FACILITIES

UK & WORLDWIDE INSTALLATION CENTRES

SALES@DMSAUTOMOTIVE
UK: **0800 030 5555**
INT: **+44 800 030 5555**
WWW.DMSAUTOMOTIVE.COM

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